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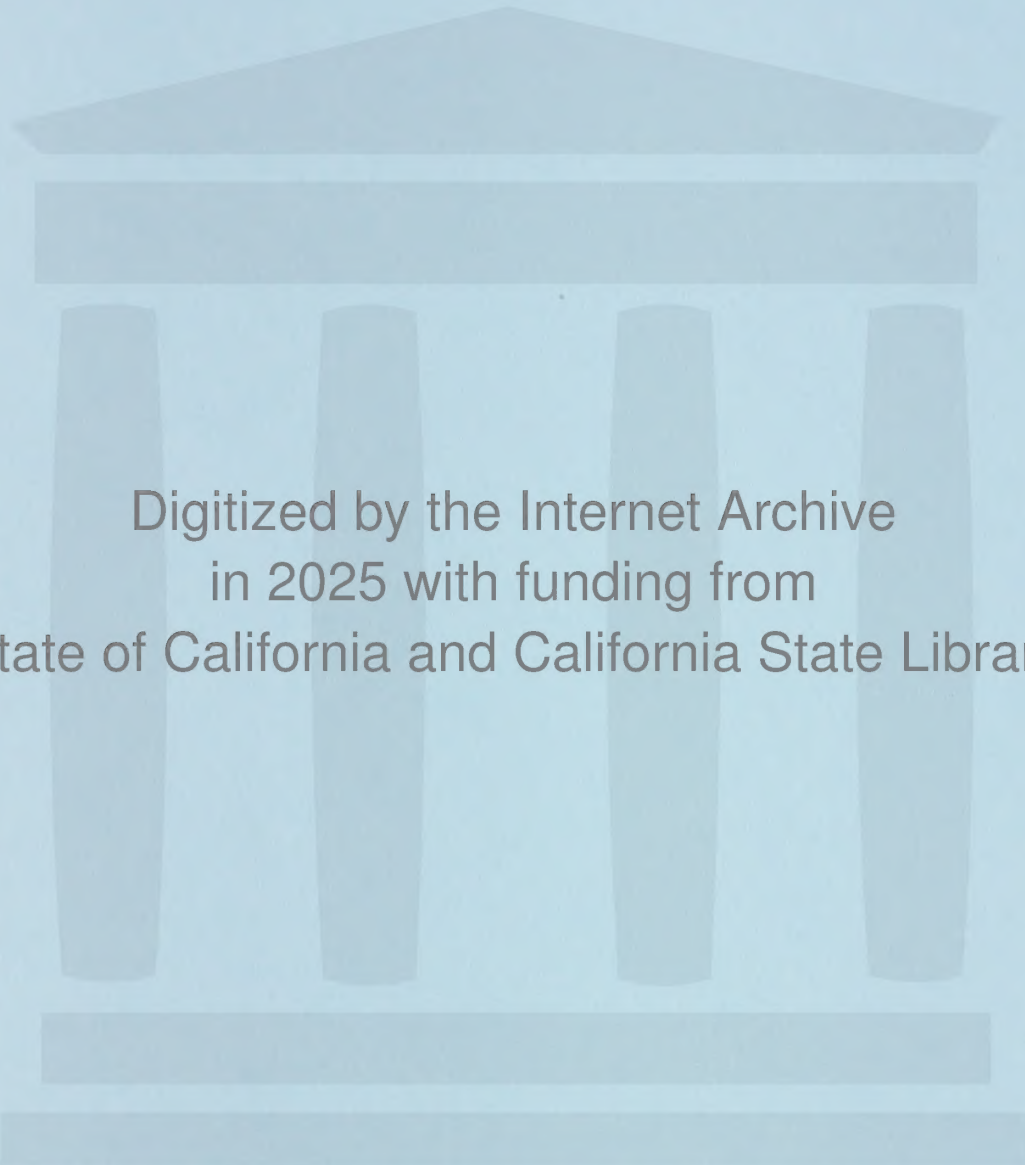
UNIVERSITY OF CALIFORNIA

GENERAL PLAN



for the City of Buena Park

Prepared by
David Evans and Associates, Inc.



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CITY OF BUENA PARK GENERAL PLAN UPDATE YEAR 2010 PLAN

Mission Statement: *To be an innovative organization that provides quality service to our citizens by being responsive to current and future needs, while maintaining financial stability.*



Adopted by Resolution No. 9972
on November 21, 1994

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on October 20, 1997

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SECTION 1: INTRODUCTION TO THE CITY OF BUENA PARK GENERAL PLAN

Purpose and Objective of the General Plan

The City of Buena Park General Plan is a comprehensive, long-range plan which will guide the City and serve as its guiding document on into the 21st Century.

This General Plan sets the stage for the City's entry into the 21st century and places Buena Park in what promises to be a position of leadership in the region. During the closing years of this century, the Southern California region has experienced many challenges. As we enter the next century, our region will become the largest metropolitan area in the United States and California's economy will continue to be among the largest in the world. Three-fourths of this economic base is within an hour's commute of Buena Park.

The importance of establishing the City's leadership role in the region while ensuring that the needs of the community are met is underscored in the City's *Mission Statement* which indicates the City's commitment...

"To be an innovative organization that provides quality service to our citizens by being responsive to current and future needs, while maintaining financial stability."

The City Council has instructed that Buena Park's General Plan for the 21st Century be visionary while ensuring that the values so important to the community are preserved. A number of objectives of the Plan include:

- The Plan promotes the maintenance and protection of the existing residential neighborhoods and acknowledges the continued importance of housing in the City.
- The Plan emphasizes the importance of revitalization and retention of businesses in the original downtown area through redevelopment.
- The Plan promotes the establishment of Buena Park as a major office center with the creation of a business center along Manchester. Buena Park will be a leading place to do business at a midway location between south Orange County and downtown Los Angeles.

- The continued expansion of the regional commercial development in the vicinity of Buena Park Mall which will be linked to the Entertainment Corridor is emphasized in the Plan.

- The Plan calls for the continued expansion of Knott's Berry Farm, other tourist related activities, and the development of a conference center which highlight the objectives slated for the Entertainment District.

- The City will be a part of Southern California's economic powerhouse with the abundant industrial and manufacturing areas preserved as part of this plan.

- The City will work towards the development of a transit system that will serve residents and enable them to have easy access to the regional mass-transit system currently in the planning and development stages

- The Plan calls for the creation of transportation linkages that will extend from the southern end of the Entertainment Corridor to the conference facilities proposed in the northern end, with linkages provided to the Buena Park Mall.

Format and Scope of the Buena Park General Plan.

The City's General Plan contains twelve sections or *Elements*. Together, the Elements articulate the community's vision for the long term development of the City. The following Elements are included in this General Plan:

- **Land Use Element.** The Land Use Element designates the general location, distribution, and extent of development. The Element also indicates standards for population density and development intensities for the various categories of land use.

- **Circulation Element.** The Circulation Element describes the roadways, highways, and streets that will be expanded or improved over the life of the Plan.

- **Infrastructure Element.** The Infrastructure Element focuses on the public improvements such as

water, sewer, and other utilities which will serve existing and future development.

■ **Open Space and Recreation Element.** The Open Space and Recreation Element contains programs and measures designed to protect and enhance open space resources in Buena Park.

■ **Conservation Element.** The Conservation Element establishes policies related to the conservation, development, and use of natural resources in the City as well as those related to historic preservation and urban design.

■ **Air Quality Element.** The Air Quality Element focuses on programs and strategies that will be effective in improving local air quality.

■ **Safety Element.** The Safety Element provides the foundation for emergency preparedness planning in Buena Park and identifies those hazards that need to be considered in future planning.

■ **Economic Element.** The Economic Element promotes the retention of existing businesses and the creation of new opportunities for future economic growth and development within Buena Park. The Element strives to achieve and maintain a healthy balance among land uses while promoting a high quality physical environment.

■ **Urban Design Element.** The Urban Design Element focuses on the appearance, quality, and attention given to buildings, neighborhoods, and streetscapes that make up the City. It promotes the livability and image of the City through superior design and on-going property maintenance as well as

the establishment of urban design and streetscape overlay designations.

■ **Noise Element.** The Noise Element examines the existing and future noise environment in the City. The Noise Element promotes policies which will reduce noise in the community.

■ **Housing Element.** The Housing Element identifies the existing and projected housing needs for the City and establishes appropriate policies, objectives, and programs that focus on the preservation, improvement, and development of housing.

■ **Growth Management Element.** The Growth Management Element is concerned with matching economic development, population growth, and the carrying capacity of the environment.

This General Plan is the culmination of a three-year city-wide participation process on the part of the *Vision 2010* citizens, and the City's Development Task Force, staff, and consultants. Additionally, Planning Commission study sessions, City Council study sessions, and Public Hearings occurred prior to adoption.

The General Plan is a reference document to be used by the City's citizens, businesses, and decision-makers in future planning and decisionmaking. This General Plan is an acknowledgement that the citizens of Buena Park expect and deserve to have guidelines, policies, and programs for their City which will continue to promote Buena Park as a superior and stable community for the next generation of citizens.



INTRODUCTION TO THE LAND USE ELEMENT

The Land Use Element of the Santa Fe County Plan is a long-range guide for development and planning for the City. The Element outlines the vision and extent of development envisioned throughout the City and those areas where existing land uses are not compatible. The Element's objectives are to provide a framework for future land use decisions, and to establish the policies for guiding the land use patterns in the future.

The Land Use Element is primarily concerned with the more important components of a pattern of development in the future and the land use development. The Element follows the requirements of Section 11.000 of the California Government Code.

The plan also defines (1) the general land use patterns, (2) the general land use patterns, and (3) the use of land for housing, business, industry, recreation, and other purposes. The plan also defines (4) the general land use patterns, (5) the general land use patterns, and (6) the general land use patterns. The plan also defines (7) the general land use patterns, (8) the general land use patterns, and (9) the general land use patterns. The plan also defines (10) the general land use patterns, (11) the general land use patterns, and (12) the general land use patterns.

The City of Santa Fe Land Use Element consists of the following sections:

- a. **Existing Development and Land Use Plans.** The Element will consist of existing land use and development patterns in the future. A detailed description of the existing land use and development patterns is provided in the Santa Fe County Development Plan. The plan also defines (1) the general land use patterns, (2) the general land use patterns, and (3) the general land use patterns. The plan also defines (4) the general land use patterns, (5) the general land use patterns, and (6) the general land use patterns.
- b. **Land Use Element Goals and Policies.** The plan will consist of land use and development patterns, along with existing patterns, and land use and development patterns.
- c. **Land Use Element.** The plan will consist of land use and development patterns, along with existing patterns, and land use and development patterns.

a. **Land Use Plan.** The Land Use Plan outlines the vision and extent of development and planning for the City. The plan also defines (1) the general land use patterns, (2) the general land use patterns, and (3) the general land use patterns. The plan also defines (4) the general land use patterns, (5) the general land use patterns, and (6) the general land use patterns.

Overview of Land Use Policy

The Land Use Element and the Land Use Policy for the City of Santa Fe are as follows:

a. The Element outlines the vision and extent of development and planning for the City. The plan also defines (1) the general land use patterns, (2) the general land use patterns, and (3) the general land use patterns. The plan also defines (4) the general land use patterns, (5) the general land use patterns, and (6) the general land use patterns.

b. The Element outlines the vision and extent of development and planning for the City. The plan also defines (1) the general land use patterns, (2) the general land use patterns, and (3) the general land use patterns. The plan also defines (4) the general land use patterns, (5) the general land use patterns, and (6) the general land use patterns.

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INTRODUCTION TO THE LAND USE ELEMENT

The Land Use Element of the Buena Park General Plan is a long range guide for development and planning in the City. The Element indicates the nature and extent of development permitted throughout the City and those areas where existing land uses are to be maintained. The Element's objectives are to promote orderly growth, improve the City's appearance, and to minimize the potential for land use conflicts in the future.

The Land Use Element is generally considered to be the most important component of a general plan because of its focus on land use and development. This Element fulfills the requirements of Section 65302(a) of the California Government Code:

"A land use element [shall] designate the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan."

The City of Buena Park Land Use Element consists of the following sections:

■ **Existing Development and Land Use Plans.** The character and location of existing land uses and development are summarized in this section. A detailed discussion of the existing land use and development characteristics is provided in the *Master Environmental Assessment* prepared as part of this General Plan. This section also identifies other plans and ordinances which are related to and must be consistent with the provisions of the General Plan's Land Use Element.

■ **Land Use Element Goals and Policies.** Individual goals related to land use and economic development, along with supporting policies, are listed in this section.

■ **Land Use Standards.** Land use designations and intensity standards for future development and population density are detailed in this section of the Land Use Element. Individual land use designations are described and their relationship to the zoning ordinance and zone districts are identified.

■ **Land Use Plan.** The Land Use Plan indicates the location and extent of existing and future development in the City. For planning purposes, Buena Park is divided into six *planning areas* which are depicted on maps and discussed separately. In addition the Land Use Plan indicates guiding principals for those areas targeted for future development.

Overview of Land Use Policy

The Land Use Element and the land use policy for the six planning areas seek to accomplish the following:

■ The Element promotes the conservation and maintenance of established residential neighborhoods which will continue to be the predominant land use under this General Plan.

■ The Element establishes and assigns a *Planned Development* designation that encourages high quality residential development with a range of low to medium density housing types, amenities, or in some instances, limited commercial or light industrial uses. This designation provides flexibility to the property owner, investor, and developer.

■ The manufacturing and industrial districts are to be preserved and maintained and the Element calls for continued efforts to promote property maintenance and environmental quality.

■ The Element promotes the development of a business center along the I-5 corridor through the establishment and implementation of the Central Business District and Auto Center specific plans.

■ The Element promotes the revitalization and redevelopment of the central business district through the adoption and implementation of a specific plan, and also expands the depth of the commercial designation of properties along Beach Boulevard, north of the Santa Ana Freeway.

■ The Element promotes continued redevelopment efforts to assist projects which further the City's economic and development goals.

■ The Element provides for a new *Regional Commercial* designation which has been assigned to the Buena Park Mall and the properties to the north. The designation underscores the City's commitment to continue revitalization and development in this area.

- The Element provides for the continued implementation of the Beach Boulevard Entertainment Corridor Specific Plan and the expansion of the Plan to promote the development of a conference center and supporting uses.
- The Land Use Element establishes an overlay designation for the Civic Center area in acknowledgment of opportunities that may exist for future public and institutional uses in the area.
- The Land Use Element provides for an overlay designation to promote the creation of a "Historic District" in the vicinity of the Civic Center.



EXISTING DEVELOPMENT AND LAND USE PLANS

Overview of Existing Land Use in the City

The City has been fully urbanized for many years and development is characterized by lower density residential neighborhoods, a solid commercial base, a prosperous tourist/entertainment industry, and a well established manufacturing and distribution base.

Residential neighborhoods were first established adjacent to the Southern Pacific Railway, close to the original central business district. The original central business district developed around the Southern Pacific Railroad route in the north central portion of Buena Park, as well as along Beach Boulevard which was called Grand Avenue. Agricultural operations were located at the town's outskirts. Residential development has dominated development and land use patterns in the City. Much of this development occurred during the post-war boom that occurred in this part of Orange County during the 1950's and on into the 1960's.

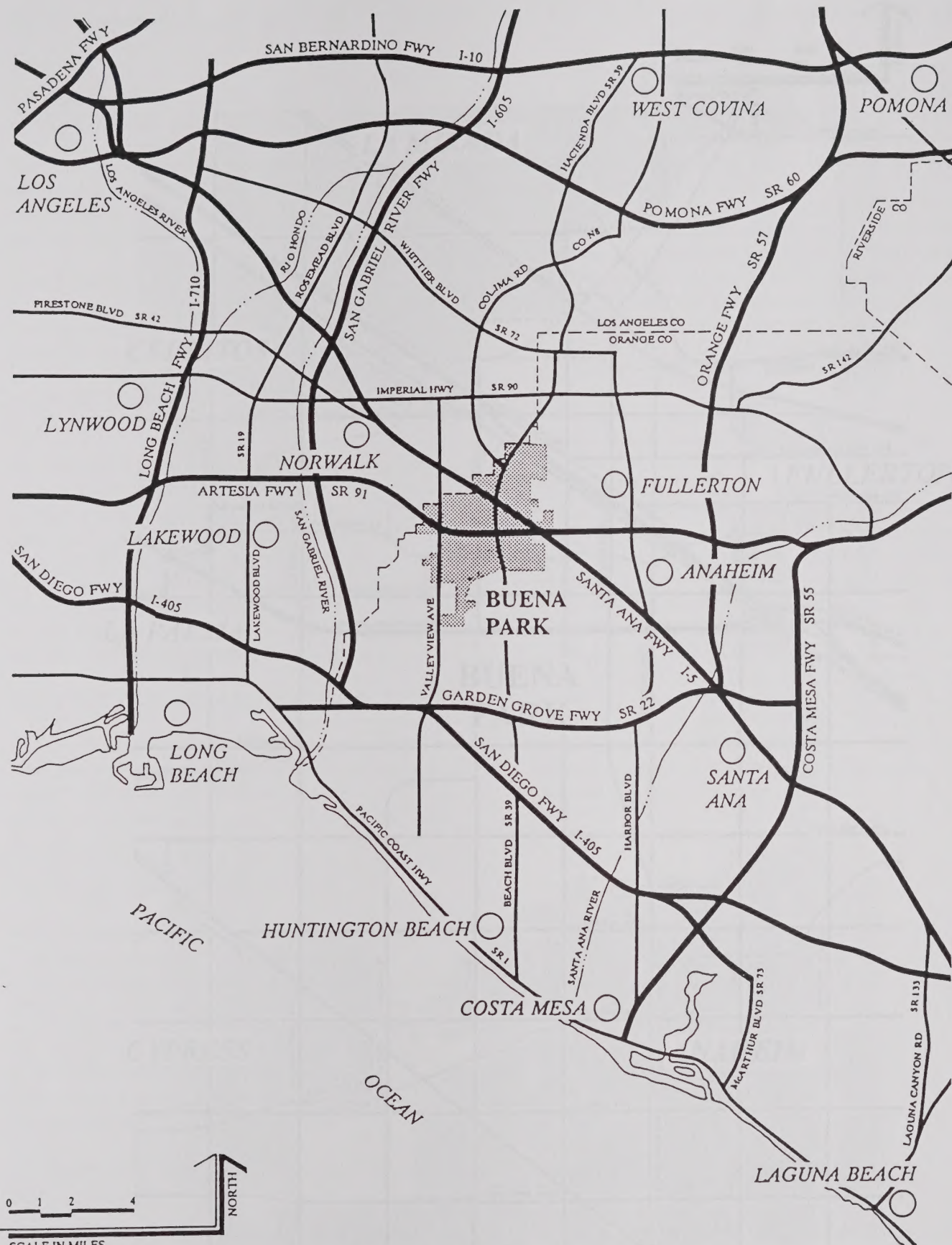
At present, there are some 23,500 housing units in the City that house approximately 70,000 people. Of this

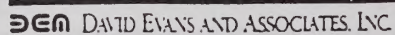
total, about 58% consist of traditional single-family detached housing units. However, a significant proportion (approximately 28%) of the City's housing is found in higher density residential developments consisting of five or more units per parcel. The remaining 14% of the City's housing may be found in duplex units or smaller multiple-family housing developments.

Most of the commercial development is located along Beach Boulevard, Manchester Boulevard, Commonwealth Avenue, and portions of Orangethorpe Avenue. Other commercial concentrations are found at key intersections of most major streets. Commercial activities range from neighborhood grocery stores to community shopping centers, motels, hotels, restaurants, and offices. The Buena Park Mall which includes Fedco department store, has developed into a regional shopping center. Auto dealerships, which developed along Manchester Boulevard, capitalizes on the area's visibility from the Santa Ana Freeway (Interstate 5) which is located immediately adjacent to the south. Commercial land uses account for approximately one tenth of the City's land area.

Industrial development in Buena Park is very diverse and consists of business parks, light industrial development, commercial service and heavy industrial land uses. A number of nationally known corporations have established corporate or regional headquarters in Buena Park. Industrial development accounts for approximately 5% of the City's land area and is concentrated in the area between the Artesia Freeway (State Route 91) and the Santa Ana Freeway (Interstate 5) west of Knott Avenue. Smaller concentrations of industrial, warehousing, and distribution activities are found in the vicinity of Fullerton Municipal Airport and along the Atchison, Topeka and Santa Fe Railroad line which traverses the northern portion of the City.

Entertainment uses are located mostly along a one mile stretch of Beach Boulevard, between Orangethorpe and Crescent Avenues and have developed primarily as an outgrowth of Knott's Berry Farm. Since the adoption of the Beach Boulevard Entertainment Corridor Specific Plan in 1987, the corridor has seen the development or remodeling of additional hotels, motels, restaurants, and retail centers. Additionally, improvements to Knott's Berry Farm, the opening of Medieval Times and Wild Bill's dinner theaters, Ripley's Believe It or Not Museum, and the expansion of the Movieland Wax Museum have occurred. This new development has substantially expanded Buena Park's economic and tourist base.





Relationship of the Land Use Plan and Other Planning Documents

There are a number of existing plans and ordinances related to land use that will be integral to the implementation of the Land Use Element. These plans are discussed below.

Buena Park's Zoning Ordinance

The City of Buena Park Zoning Ordinance and Map are critical to the implementation of this General Plan. The important relationship between a local general plan and zoning ordinance is emphasized by State planning law which requires consistency between the two.

The land use designations contained in this Land Use Element (refer to the Land Use Plan) correspond to one or more zone districts. Additionally, specific development standards required under the Zoning Ordinance are linked to the General Plan policies and goals. This promotes a better understanding of the types of development possible under different land use and zoning categories and helps to avoid inconsistencies between the General Plan and Zoning Ordinance.

Buena Park's Redevelopment Plans and Guidelines

The City formed a Redevelopment Agency in 1979. Since that time, three project areas have been established which outline strategies and guidelines for redevelopment of blighted areas of the City. The three redevelopment project areas include the: *Central Business District Project Area I, Redevelopment Project Area II, and Redevelopment Project Area III.*

Redevelopment is, and will continue to be, an important implementation tool for promoting the types of development envisioned under this General Plan. Land use policy calls for the preparation of three new specific plans in the Redevelopment Project Areas between the Santa Ana Freeway and the Santa Fe Railroad tracks. Implementation may rely, to a large extent, on redevelopment assistance to accomplish the aims of the General Plan and individual specific plans.

Beach Boulevard Entertainment Corridor Specific Plan

The City's adopted Beach Boulevard *Entertainment Corridor Specific Plan*, is a comprehensive planning guide and implementation tool of the General Plan. It provides a strategy for responsible economic growth and

a superior physical image for the entertainment uses along Beach Boulevard. The Plan was formulated to establish a clear identity for the corridor, to specify land use potential and circulation improvements, and to establish development regulations, design guidelines, and implementation actions.

In accordance with the policies of the Land Use Element and the other General Plan Elements, the Specific Plan promotes the potential for development and enhancement of tourist-related uses such as hotels, motels, conference centers, dinner theaters, museums, restaurants, and other commercial entertainment uses which cater to visitors and residents. A major goal is to secure widespread recognition of the City as an entertainment and tourist destination.

Orange County Airport Environs Land Use Plan

Fullerton Municipal Airport, servicing general aviation aircraft, is located adjacent to the Buena Park City limits at the Dale Street-Commonwealth Avenue intersection. California State Law provides for the creation of *Airport Land Use Commissions* (ALUC's) to coordinate planning for the areas surrounding public use airports. The Orange County ALUC is concerned with airport operations. The ALUC has adopted an *Airport Environs Land Use Plan* (AELUP), which calls for general consistency of the City's General Plan and implementing ordinances with the AELUP regarding land uses, noise, and height of structures near the airport. The City's land use policies regarding the airport are incorporated to maintain AELUP consistency.



LAND USE ELEMENT GOALS AND POLICIES

As part of the General Plan Update, the City initiated a community based strategic planning effort that culminated with the publication of the *Vision 2010* plan. During the preparation of the General Plan, a task force

was formed to assist in the development of policies and the Land Use Plan. Throughout the General Plan's development, a series of public workshops were held with the Planning Commission and City Council. The key consensus resulting from this entire effort include the following:

- Code enforcement must continue to be emphasized, especially in declining areas of the City.
- The City needs to continue to actively pursue redevelopment.
- Opportunities for expanding or relocating the Civic Center should be explored.
- Opportunities for the development of a corporate business center needs to be examined.
- The auto dealerships should be enhanced and expanded.
- The City's land use planning should strive to achieve a balance between commercial and residential development.
- The proliferation of "strip commercial centers" and "mini-malls" must be discouraged.

The Land Use Element's policy framework is arranged around five key issue areas. These issue areas include land use compatibility, residential development, commercial development, industrial development and entertainment uses. Within each issue area there is a goal and a series of supporting policies.

Land Use. A major focus of the Land Use Element is to promote land use compatibility and to avoid land use conflicts. The following goal and supporting policies emphasize land use planning that recognizes how different land uses interact. Where certain types of development adversely impact neighboring land uses, steps should be taken to ensure the more sensitive uses are protected.

Goal 1 - Ensure that proposals for development and redevelopment are compatible with existing development and promote and enhance the quality of life in the City.

Policy 1.1 - Utilize specific plans, where appropriate, to guide development in identified target areas.

Policy 1.2 - Protect the existing viable single-family residential neighborhoods from the intrusion of incompatible uses.

Policy 1.3 - Protect existing viable single-family residential areas from the intrusion of multiple-family units.

Policy 1.4 - Continue to maintain consistency between the general plan and other related plans and ordinances critical to the Land Use Element's implementation.

Policy 1.5 - Promote development that is compatible with the *Airport Environs Land Use Plan* in the areas that are affected by the Fullerton Municipal Airport.

Policy 1.6 - Refer to the *Airport Land Use Commission*, for a determination of consistency with the *Airport Environs Land Use Plan*, any proposed development which would pierce the imaginary surfaces for the Fullerton Municipal Airport or the Los Alamitos Armed Forces Reserve Center, as defined in the *Federal Aviation Regulation (FAR PART 77)*.

Policy 1.7 - Refer to the *Airport Land Use Commission*, for a determination of consistency with the *Airport Environs Land Use Plan*, any proposed development or use which could threaten, endanger or interfere with aeronautical operations because of height, location, emission of excessive light and glare, the production or causing of steam, smoke, dust, or electronic interference and any proposed new development on vacant land within an Accident Potential Zone.

Policy 1.8 - Promote business retention and expansion to ensure the City's economic vitality is maintained.

Policy 1.9 - Individual future developments arising from implementation of the General Plan shall provide mitigation of their fair-share of impacts on public services and infrastructure, including but not limited to public schools. Impacts and fair-share mitigation shall be determined through the lead agency's environmental process at the time that the development is considered for approval

Residential Development. The City of Buena Park is a relatively balanced community providing opportunities for housing, employment and recreation. The majority of the City's land area is devoted to residential development. The following goal and supporting policies focus on the maintenance and preservation of this housing stock.

Goal 2 - Preserve the single-family character of the lower density residential neighborhoods and continue to improve and upgrade the higher density neighborhoods within Buena Park that are predominantly developed as multiple-family.

Policy 2.1 - Promote, maintain, and enhance the character and identity of the residential neighborhoods.

Policy 2.2 - Explore opportunities for providing housing and services which will meet the needs of an industrial and commercial labor force as a means to retain existing business and to attract new businesses and industry in Buena Park.

Policy 2.3 - Strive to provide a diverse housing stock that meets the needs of those who desire to reside in Buena Park.

Commercial Development. The City has a variety of commercial and retailing activities ranging from specialized tourist-oriented enterprises, smaller neighborhood commercial activities, and shopping centers that serve a broader regional market. The high traffic volumes on arterial roadways in the City, the access provided by the freeways, and Buena Park's well established tourist and entertainment industry and the further development of auto dealerships will continue to contribute to the City's economic prosperity.

Goal 3 - Preserve and enhance the existing commercial areas and, where appropriate, expand commercial opportunities to serve the needs of residents and visitors.

Policy 3.1 - Promote the improvement of the appearance and function of the existing strip commercial areas.

Policy 3.2 - Improve the appearance of commercial areas through the maintenance and upgrading of signs in the City.

Policy 3.3 - Require new commercial development to employ architectural and site design features which minimize the linear aspect of development along a street; encourage joint access driveways between adjacent uses and require adequate parking lot lighting, landscaping, and buffering between the commercial activities and nearby sensitive land uses.

Policy 3.4 - Provide safe, convenient pedestrian linkages across, and along, streets containing strip commercial businesses.

Policy 3.5 - Promote the viability of the existing strip commercial areas through effective site development and

redevelopment to promote the efficient use of the land and quality development.

Policy 3.6 - Emphasize the use of redevelopment in the revitalization of the central business district and as a means to promote private investment.

Policy 3.7 - Strengthen the professional office orientation of Buena Park in the region.

Policy 3.8 - Continue to promote and expand auto dealerships and supporting commercial activities as part of a new *Auto Center Specific Plan* area.

Policy 3.9 - Continue to support the Buena Park Mall Area as a regional commercial and retailing center.

Policy 3.10 - Discourage the creation of additional strip commercial or mini-mall development within the City.

Policy 3.11 - Preserve the valuable resource of larger commercial properties by not allowing subdivision into smaller parcels unless accompanied by a Master Plan for ultimate development with integration of circulation, access, architectural design, and landscaping regardless of individual ownership.

Policy 3.12 - Encourage the consolidation of smaller commercial properties and the cooperation of individual property owners in order to provide opportunities for large integrated development including reconfiguration of public streets where possible and appropriate, with less fragmentation of design, access, circulation, parking and signage within commercial areas of the City.

Policy 3.13 - Encourage shared parking and enhanced vehicular and pedestrian access among properties within districts which exhibit existing unequal distribution of parking and access in order to promote the viability of the whole district.

Policy 3.14 - Require incorporation, to the maximum feasible extent, of "orphaned" corner parcels (such as service stations) into the larger adjacent multi-tenant developments through coordination of architectural design, landscape materials, vehicular and pedestrian access, as well as signage materials and design.

Industrial Development. The industrial and manufacturing base in the City has been undergoing a transition similar to that which has occurred throughout the region. More traditional "heavy manufacturing" has given way to uses that involve warehousing activities. The following goal and supporting policies focus on

strategies that will be effective in preserving and expanding local industry, while ensuring that future manufacturing activities are sensitive to the surrounding area.

Goal 4 - Seek to maintain a high level of quality industrial development and seek development which has the potential to provide local employment.

Policy 4.1 - Promote the maintenance and preservation of those industrial activities that contribute to the City's economic and employment base.

Policy 4.2 - Promote the use of flexible land use controls through performance standards governing noise, storage, light and glare, traffic and parking, and aesthetics, in order to facilitate industrial redevelopment.

Policy 4.3 - Identify and control industrial activities that use inordinate amounts of water and/or generate high levels of effluent or waste into the City's sewer system.

Policy 4.4 - Encourage the consolidation of smaller industrial properties and the cooperation of individual property owners in order to provide opportunities for larger, integrated development, including reconfiguration of public streets where possible and appropriate, reducing fragmentation of design, access, circulation, parking, and signage within industrial areas of the City.

Policy 4.5 - Discourage additional disaggregation of larger industrial properties and significant development or redevelopment of individual smaller parcels which have the potential of being combined with adjacent parcels.

Tourism-related Development. The City has, and will continue to be, an important entertainment and tourist attraction in Southern California. What began with Knott's Berry Farm, one of the nation's major theme parks, has expanded into a corridor that includes museums, restaurants and hotels. The following policies support ongoing planning efforts first set in motion through the adoption and continued implementation of the *Beach Boulevard Entertainment Corridor Specific Plan*.

Goal 5 - Strive to promote the fiscal viability of Knott's Berry Farm and the Entertainment Corridor uses.

Policy 5.1 - Continue to implement and expand, where appropriate, the *Beach Boulevard Entertainment*

Corridor Specific Plan and promote linkages with Knott's Berry Farm and the Buena Park Mall Area.

Policy 5.2 - Maintain, expand, and enhance tourist commercial facilities in and adjacent to the Entertainment Corridor.

Policy 5.3 - Continue to support Knott's Berry Farm as the centerpiece of the City's entertainment corridor.



LAND USE STANDARDS

Buena Park General Plan Land Use Designations

All land within the City has been assigned a land use designation which corresponds to one or more zone districts. This enables City staff, elected and appointed decision makers, and the public to understand the specific types of permitted development and land use distribution throughout the City.

The land use designations included in the Buena Park General Plan fall into one of the following major categories:

■ **Residential.** Residential development that will be preserved or developed as part of this General Plan's implementation has been placed into one of four residential land use categories including *Low Density Residential*, *Medium Density Residential*, and *High Density Residential*.

■ **Planned Development.** This new land use designation has been created as part of this General Plan to provide guidelines concerning the development of a number of key areas in the City.

More specific direction occurs in the discussion of the six planning areas.

■ **Commercial.** Commercial development consisting of smaller retailing establishments, office and service uses,

community shopping centers, and the Buena Park Mall (which serves a regional market) has been placed into this category. Three categories of commercial land uses are provided for including *Commercial, Regional Commercial, and Office Professional*.

■ **Tourist Entertainment.** This land use designation underscores the importance of entertainment and tourist oriented development in the City. The Tourist Entertainment designation is the underlying land use designation for Knott's Berry Farm and the *Beach Boulevard Entertainment Corridor Specific Plan* and is also applicable to a few other properties in their vicinity.

■ **Industrial.** Manufacturing and warehousing activities in the City have been placed in the *Commercial Service, Light Industrial, or Industrial* categories.

■ **Open Space.** Parks, certain flood control easements, utility easements, unimproved freeway rights-of-way, and other open space lands have been placed in this land use category.

■ **Overlay Designations.** In certain areas of the City, the General Plan seeks to further identify potential land uses, development standards, and/or constraints through the use of the overlay designations.

Intensity of Development and Population Density

The Land Use Element contains standards for development intensity and population density which is a State law requirement. The standards for development and population intensity assigned to each land use designation will assist decision makers, property owners, and investors in understanding the development potential for every parcel of land in the City.

The development intensity standards for the residential land use designations are expressed in the number of *housing units per acre*. Population density standards are defined as the *average population per acre*. For example, the *High Density Residential* designation may result in up to 20 units per acre (assuming no density bonus has been granted). With an average household size of 3.1 persons per unit (derived from State Department of Finance statistics), an estimated population density of up to 62 persons per acre is projected for the *High Density Residential* land use category.

Development intensity standards for commercial and industrial development are defined through the use of a *floor area ratio* or *FAR*, the ratio of a building's floor

area to the land area of the parcel on which the building is situated. A FAR standard of 0.5 to 1.0 (or 0.5:1.0) means that the maximum building floor area may not exceed 50% of the parcel's land area. For example, on a one acre parcel (consisting of 43,560 square feet) with a 0.5 to 1.0 standards, the building gross floor area could not exceed 21,780 square feet.

Residential Land Use Designations

The General Plan for the City of Buena Park, promotes the preservation and conservation of residential neighborhoods in addition to promoting new residential development in a number of key target areas. Residential land uses account for almost one-half of the City's total land area and this proportion will increase slightly under the Plan's implementation.

As indicated previously, each General Plan land use designation is linked to one or more zone districts. As a result, the development intensity standards for the residential land use designations are dependent on the base zoning. In addition, the development intensity standards for the residential land use designations may vary further, depending on the nature of development bonuses granted as part of a development approval. Development intensities for the Low Density, Medium Density, and High Density residential land use categories are governed by the following:

■ **Base Land Use Density.** The base land use density refers to the maximum number of units per acre permitted under the corresponding zoning district. The base densities for the *Low Density Residential* category ranges from 2.72 units per acre up to 7.2 units per acre, depending on the underlying zoning. The base densities for the *Medium Density Residential* and *High Density Residential* categories are 10 units per acre and 20 units per acre respectively.

■ **Site Area Bonus.** The City promotes the assembly of parcels to encourage larger multiple-family developments. In areas designated as *Medium Density Residential*, up to 6 additional units per acre (over the number permitted by the base land use density) may be granted as a site assembly bonus. The site area bonus for the *High Density Residential* category is 4 additional units per acre.

■ **Housing Affordability Bonus.** The City provides for the development of affordable housing for low income households through its affordable housing density bonus program in accordance with state law. A density bonus

of 25 % is provided for affordable housing except senior housing, which is granted a 100 % density bonus.

Low Density Residential.

The *Low Density Residential* category refers to single-family detached homes on individual lots. The typical lot size for this category is 6,000 square feet corresponding to the RS-6 zone though larger lot and estate development is also in this residential category.

The base development intensity standard for *Low Density Residential* ranges from 2.72 units per acre up to 7.2 units per acre, depending on the underlying zoning. Assuming an average household size of 3.1 persons per unit, the population density for this category of residential development varies from 8 to 24 persons per acre.

The zone districts that correspond to the *Low Density Residential* land use designation includes all of the *Residential Single-Family* zones (RS-6, RS-8, RS-10, and RS-16). As indicated previously, the great majority of the City is designated as *Low Density Residential* and zoned RS-6. The areas of the City designated *Low Density Residential* with a corresponding zoning of RS-8, RS-10, or RS-16 are limited to the northernmost portion of the City (in the North Planning Area). This category also permits public facilities including City parks, public utility facilities, flood control channels, fire stations, public schools and city facilities.

Medium Density Residential.

The *Medium Density Residential* designation is characterized by attached housing, condominium units, and apartments with a base development intensity standard of 10 units per acre. This intensity standard increases to a maximum of 16 units per acre. This intensity standard increases to a maximum of 16 units per acre with the maximum application of the Site Area Bonus which is provided by the provision of the Zoning Ordinance.

The development intensity standard may be increased from 20 to 32 units per acre with the application of the Affordable Housing Bonuses.

Assuming an average household size of 3.1 persons per unit, the population density for this category of residential development is between 31 to 93 persons per acre. Public facilities are also permitted in this land use category. Development within this land use category corresponds to the *Low Density Multiple-Family*

Residential (RM-10) and Mobile Home Park (RMH) zone districts.

High Density Residential.

Development in the *High Density Residential* category is characterized by condominium and apartment development. The base development intensity standard for the High Density Residential land use designation is 20 units per acre. This intensity standards may increase to 24 units per acre with the application of the Site Area Bonus. The Affordable Housing Bonus may further increase development intensities from 25 to 48 units per acre.

Assuming an average household size of 3.1 persons per unit, the population density for this category of residential development is 62 to 96 persons per acre. This category also permits public facilities similar to the preceding residential land use categories. The corresponding zone district for this category of land use is the *Medium Density Multiple-Family Residential (RM-20)* zone district.

Planned Development.

A number of key areas of the City are presently undeveloped or a change in land use from the existing uses is desirable. The *Planned Development* designation has been assigned to these areas.

The *Planned Development* designation provides for land uses and development standards to be tailored to individual sites. This land use designation assumes that a master plan will be prepared for each area so designated. The master plan must discuss development phasing, development intensities, amenities, design, and how the development is to conform with the *Guiding Principals* included in the Land Use Element for each area designated as *Planned Development*. It is intended to preclude incremental development which may be detrimental to the whole.

Specific development guidelines relating to open space amenities and intensity of use are discussed in the policy section of the planning area in which the designated property is located. *Planned Development* districts include the following:

Big T Planned Development. The land use policy assigns a Planned Development Residential designation to the Big T site at Beach Boulevard and La Mirada Boulevard and an adjacent corner parcel. The master plan for this area must indicate the location and extent of

future development. In addition to continuation of the existing golf course driving range, allowable land uses include residential development or limited development in conjunction with residential development.

Malvern/Dale Planned Development. The area located on the east and west sides of Dale Street and south of Malvern Avenue has been included in the Planned Development category. Residential development and transit-related uses with ample open space is permitted. Alternatively, development of selected commercial, light industrial, and research and development uses is also permitted.

Lincoln Avenue Planned Development. The land area included within this Planned Development designation is located east of Holder Street on the north and south sides of Lincoln Avenue. The Planned Development designation requires guidelines for residential development and the preparation of a master development plan for the parcels north and south of Lincoln Avenue.

Commercial Land Use Designations.

Land use designations in this category apply to most of the established commercial districts located in the City of Buena Park. The types of development included in the commercial land use designations consist of freestanding commercial development and smaller neighborhood or community retail centers located along major roadways up to the Buena Park Mall which serves a regional market.

There are three commercial land use designations provided in the Land Use Element. The development intensity standards for the commercial land use designations are defined using a floor area ratio standard discussed previously.

Commercial. This land use category includes a wide range of general commercial land uses characterized by convenience, neighborhood, and community shopping centers, as well as freestanding and highway commercial uses which may include grocery stores, drug stores, convenience stores, a wide variety of retail stores and services, restaurants and specialized food stores, gas stations, and offices.

General Plan policies discourage the creation of additional strip commercial development, which is underscored in the Land Use Plan. Floor area ratios of up to 0.3:1.0 are permitted. Corresponding zone

districts include *Community Shopping* (CS) and *Commercial General* (CG).

A number of policies indicated in this Land Use Element call for a prohibition of further lot subdivision in commercial zones. The rationale for this prohibition is to discourage the development of additional strip commercial development. The City will review the Zoning Ordinance as it applies to the CS and CG Zones to ensure that minimum lot size standards and subdivision regulations reflect the City's land use policy.

Regional Commercial. This land use category has been assigned to a single commercial district of the City which includes the Buena Park Mall and the commercial land uses to the north, across La Palma Avenue. The rationale for the Regional Commercial designation is to permit the development of larger, more intensive development to further augment existing commercial uses. Commercial activities serving a regional market, as well as those that will support the existing commercial activities, are promoted.

Floor area ratios of between 0.5:1.0 up to 0.7:1.0 are permitted. A new zone district for the *Regional Commercial* general plan land use designation will be created. This new zone, *Commercial Regional* (CR), will contain development standards that more closely reflect the character and type of development both existing and envisioned for the Buena Park Mall and the area to the north.

Office Professional. This land use category includes offices for professional, medical and business purposes and limited retail sales and services which serve those businesses. The Office Professional category is used to specify particular locations within the City where office uses are more desirable compared to other types of general commercial development. This designation, however, does not preclude the placement of office uses in other areas where they are permitted under the General Plan, Specific Plans, and Zoning.

Floor area ratios of up to 1.0:1.0 are permitted. The corresponding zone district for this land use category is *Commercial Office* (CO).

Tourist Entertainment Land Use Designations.

The Land Use Element provides for a single land use category that focuses on the entertainment and tourist-related land uses that are unique to the City of Buena Park.

This land use category applies to areas of the City which provide tourist and entertainment-related services and supporting retailing and service uses. Floor area ratios of 1.0 to 1.0 are permitted under this category. This designation serves as an underlying general plan land use designation for Knott's Berry Farm and the *Beach Boulevard Entertainment Corridor Specific Plan*. The *Tourist Entertainment* designation corresponds to the *Entertainment Corridor Specific Plan* (ECSP) and *Amusement Resort* (AR) zone districts.

Industrial Land Use Designations.

The Land Use Plan provides for a continuation of industrial land uses and development in the City which range from small light industrial uses to large scale, heavy industrial operations. Three designations occur in this category, including Commercial Service, Light Industrial, and Industrial.

Commercial Service. The Commercial Service land use designation corresponds to industrial and manufacturing-related land uses that have a retail or commercial component. Those areas designated as Commercial Service are concentrated along Orangethorpe Avenue east of Stanton Avenue and west of Western Avenue.

The *Commercial Service* designation corresponds to the *Commercial Manufacturing* (CM) zoning designation.

Light Industrial. Industrial and manufacturing activities included in the *Light Industrial* designation may range from business parks to smaller multi-tenant developments. Other light industrial activities may include contractor's yards, research and development, limited light manufacturing, warehousing, distribution, assembly and laboratories. Limited retail and offices affiliated with the primary industrial and manufacturing activities are permitted.

The *Light Industrial* land use designation corresponds to the *Light Industrial* (ML) zone district. Floor area ratios of up to 0.6:1.0 are permitted.

Industrial. This land use category is reserved for larger, more intensive activities involved in manufacturing, warehousing, and/or distribution. Land designated as *Industrial* is mostly confined to an area west of Knott Avenue and north of Orangethorpe Avenue in the Industrial Planning Area.

The corresponding zone district for this land use designation is *Heavy Industrial* (MH). The applicable floor area ratio for the Industrial designation is 1.0:1.0.

Open Space Designation.

The Open Space designation assumes that land so designated will remain as open space for recreational uses or for purposes of conversation and/or safety. The areas of Buena Park designated as *Open Space* include the City's parks, the Ralph B. Clark Regional Park, open space land dedicated as part of development agreements, open space land included within the Los Coyotes Country Club, a number of utility easements, storm drain channels, and freeway rights-of-way. The corresponding zone districts for this designation are *Open Space* (OS) and *Recreational Open Space* (OR) zones.

Overlay Designations.

The Land Use Element also provides for a number of overlay categories that serve a special purpose over and above the underlying land use designation. For example, the *ECSP* overlay designation focuses on tourist- and entertainment-related land uses within the existing Beach Boulevard Entertainment Corridor. The use of an overlay designation indicates that additional planning, standards, or other requirements outlined in the base general plan land use designations or corresponding zone districts.

The overlay categories are provided for those areas of the City where the General Plan calls for the preparation and implementation of a Specific Plan and have been assigned a *Specific Plan Overlay*. Other overlay designations include the Civic Center Overlay, Historic District Overlay, Streetscape/Urban Design Overlay, and the Flood Management Area Overlay.

Specific Plan Overlay.

The Land Use Element provides for the continued implementation of the *Beach Boulevard Entertainment Corridor Specific Plan* and initiates the development of additional Specific Plans for key areas of the City where more precise planning is warranted. As the name implies, a *specific plan* is a detailed plan for a specific area and serves as a bridge between the General Plan and land uses and development proposals for the area. The specific plans cover a wide range of issues including types of uses and extent of proposed development, specific standards for development, identification of supporting infrastructure, detailed circulation and parking plans, architectural design guidelines, landscaping plans, and a strategy for implementing the plan.

The Land Use Element calls for either the creation or continued implementation of three specific plans. Guiding principles related to future development for these specific plans are indicated in the Land Use Plans described for the individual planning areas.

The Specific Plan designations provided for in the Buena Park Land Use Element include the following:

Beach Boulevard Entertainment Corridor Specific Plan. This specific plan designation corresponds to the portion of the City primarily along Beach Boulevard that, to a great extent, is currently included in the adopted *Beach Boulevard Entertainment Corridor Specific Plan*. The Specific Plan acknowledges the importance of Knott's Berry Farm and promotes a wide range of supporting land uses including restaurants, hotels, motels, dinner theaters, museums, convention centers, and other specialized service and retail uses catering to visitors and residents.

General Plan land use policy calls for an amendment to the *California District* contained within the Beach Boulevard Entertainment Corridor Specific Plan which would expand the District's boundaries to incorporate the Sequoia Athletic Club facility and focus future development on conference-related uses. The *Entertainment Corridor Specific Plan* (ECSP) zone district corresponds to the Beach Boulevard Entertainment Corridor Specific Plan designation.

Central Business District Specific Plan. The land use policy calls for a Specific Plan designation which will promote new investment and redevelopment in Buena Park's original downtown. The specific plan will expand the area where commercial development is permitted (Fullerton Avenue on the west and Homewood Avenue on the east) and establish standards that will promote lot assembly. A new zone district, *Central Business District Specific Plan* (CBSDP), will be created following the adoption of the Specific Plan, replacing the existing CG and CO zone designations.

Auto Center Specific Plan. The General Plan promotes the continued development of auto dealerships along highly visible, and freeway accessible areas consisting of Manchester Boulevard / Artesia Boulevard / I-5 Freeway, Beach Boulevard, Knott Avenue and Orangethorpe Avenue. Land use policy for this area builds upon current efforts for expanding automotive dealerships and supporting retail uses in this area and to tailor development and signage standards so they meet the needs of the auto dealerships. A new zone district,

Auto Center Specific Plan (ACSP), will be created following the adoption of the Specific Plan.

Civic Center Overlay Designation

The land use policy, as it applies to the area surrounding the Civic Center, acknowledges that future opportunities may exist for the expansion of public and institutional uses in the vicinity of the Civic Center. Existing development consistent with the General Plan and Zoning will remain in conformance. The aim of this overlay is not to establish special development standards or requirements, but rather to alert future staff, decision makers, and the public of the potential for future development opportunities in the area surrounding the Civic Center.

Historic Buena Park Overlay Designation

A small portion of the planning area west of Beach Boulevard between Ninth Street and Eleventh Street supports some of the City's historic structures. The land use policy promotes the maintenance of some of the existing structures in the area that represent the City's early development. The Plan also supports efforts to relocate important historic structures and resources to this area and the development of guidelines for the district and surrounding area.

Streetscape/Urban Design Overlay

This overlay designation calls for the development and implementation of guidelines for those areas of the City where an overlay may be desirable but a full specific plan is not needed. Typically, design guidelines will be tailored to specific areas to improve the identity, aesthetics, and image of the City's streetscapes and neighborhoods.

Flood Management Overlay

This overlay category indicates those areas of the City which are subject to flooding in a 100-year frequency storm. Development in these areas must be mitigated in accordance with the Federal Emergency Management Agency requirements, in addition to those of the underlying land use designation and zoning.

**TABLE 2-1
LAND USE DESIGNATIONS AND STANDARDS**

Designation/ Zoning	Base Density	Site Area, Cluster Bonus	Afford. Bonus (seniors 100%)	Afford. Bonus (25%)	Zoning Districts
<u>Residential</u>					
Low Density RS-6	7.2 du/ac.	8.6 du/ac.	14.4 du/ac.	9.0 du/ac.	RS-6
RS-8	5.4 du/ac.	6.5 du/ac.	10.8 du/ac.	6.8 du/ac.	RS-8
RS-10	4.4 du/ac.	5.3 du/ac.	8.8 du/ac.	5.5 du/ac.	RS-10
RS-16	2.7 du/ac.	3.2 du/ac.	5.4 du/ac.	3.4 du/ac.	RS-16
Medium RM-10	10.0 du/ac.	16 du/ac.	20-32 du/ac.	12.5-20 du/ac.	RM-10, RMH
High RM-20	20.0 du/ac.	24 du/ac.	40-48 du/ac.	25-30 du/ac.	RM-20
<u>Planned Development</u>	variable		variable	variable	<u>PD</u>
<u>Commercial</u>					
Commercial	0.3:1.0 FAR				CS,CG
Regional Commercial	0.70:1.0 FAR				<u>CR</u>
Office Professional	1.0:1.0 FAR				CO
<u>Tourist Entertainment</u>	2.5:1.0 FAR				AR, ECSP
<u>Industrial</u>					
Commercial Service	up to 0.6				CM
Light Industrial	up to 0.6				CM, ML
Industrial	up to 1.0				MH
<u>Open Space</u>					
Open Space					OS
Rec. Open Space					OR
<u>Specific Plan Overlay</u>					
Beach Blvd. Ent. Corr.	2.5:1.0 FAR	not applicable	not applicable	not applicable	ECSP
Central Business Dist.	0.5:1.0 FAR	not applicable	not applicable	not applicable	<u>CBDSP</u>
Auto Dealership	0.3:1.0 FAR	not applicable	not applicable	not applicable	<u>ACSP</u>
<u>Mgmt Overlay</u>					
Civic Center	Intensity is	not applicable to	not applicable to	not applicable to	
Historic District	determined by the	these overlay	these overlay	these overlay	
Streetscape/Design	base land use	designations	designations	designations	
Flood Mgmt.	designation				
du/ac - Dwelling unit per acre standards are consistent with Zoning Ordinance FAR - Floor Area Ratio refers to the allowable floor area in a structure, expressed as a factor of the net area of the site. The net area of the site is the portion of land which can be built upon, excluding public or private rights-of-way, public open space, or flood ways. Cluster Bonus - Applies to single-family residential zones (RS-16, RS-10, RS-8, RS-6) and provides a 20% development density bonus over the base designation. Site Area Bonus - Applies to multiple-family residential zones (RM-10, RM-20) and provides a bonus of 6 units per acre in RM-10 zones and 4 units per acre in RM-20 zones for lot assembly. Underline - zones indicated by underline will need to be established					



LAND USE PLAN

For planning purposes, the City has been divided into six planning areas. The boundaries of these planning areas were delineated using both manmade and

topographical features such as freeways, major roadways, etc. This section describes the land use policy for each planning area and includes an exhibit indicating the location and extent of development provided for under the land use policy.

Land Use Plan - North Planning Area

The *North Planning Area* includes that portion of the City north of the AT&SF railway. For the most part, the planning area is fully developed and land uses have been committed as part of previous planning and development. The planning area is predominantly residential though some commercial development is found along Beach Boulevard.

Land Use Policy for the Planning Area

Land use patterns for the *North Planning Area* will, to a great extent, be unchanged with the implementation of the General Plan. The Land Use Plan preserves the character and density of the established residential neighborhoods found in this area and maintains the current distribution of commercial activities.

The Los Coyotes Country Club and Golf Course is the focal point for the lowest density residential neighborhoods found within the City. The area's topography is moderately rolling over the majority of this area. The Bellehurst neighborhoods subdivided in response to this topography, exhibit high quality, large lot development with abundant open space. The area has developed in accordance with the standards that were tailored for the Bellehurst neighborhood. These standards take into account the rolling terrain and other features associated with the area's unique environmental setting. The City will preserve this unique area by retaining the spacious lot sizes and the park-like setting and providing for adequate separation between structures in the area. The policy of the City is to require subdivisions of land within this area to conform with the design characteristics of the area and all zoning standards. No changes to the existing low density residential land uses are contemplated.

The existing condominium and apartment developments in the central portion of the planning area are likewise maintained with the application of *Medium Density Residential* or *High Density Residential* designations. Finally, the lower density character of the Granada Drive single-family neighborhoods located in the western most portion of the planning area is also maintained as the *Low Density Residential* designation.

The land use policy, as it applies to this planning area, addresses concerns regarding the over-building of commercial development. Further strip commercial development within the planning area is prohibited. Commercial activities concentrated at the Beach Boulevard/Malvern Avenue intersection and the Los Coyotes Drive/Beach Boulevard intersection will be retained under the Land Use Plan.

Industrial uses are located in the southwest portion of the planning area to the west and east of Beach Boulevard. The portion of the planning area west of Beach Boulevard and south of Stage Road has been designated as *Light Industrial*. The same is true for a portion of the Nutrilite complex and property located east of Beach Boulevard, south of Cascade Way and River Way.

The land use policy for the *North Planning Area* provides direction concerning the development of two key areas that are likely to undergo development during the General Plan's implementation. These two areas include the Big T site (the public golf course site at Beach and La Mirada Boulevards), and a vacant area south of Malvern Avenue in the vicinity of Dale Street. Both areas have been assigned a *Planned Development Residential* designation which provides guidelines concerning the future development of these sites.

Big T Site Planned Development.

The *Residential Planned Development* designation has been assigned to this 27 acre property which establishes minimum requirements for future development of this site, while providing greater flexibility compared to that which would be possible under typical residential land use designations. The designation provides developers the flexibility to design a high quality project tailored to the site while ensuring that community objectives related to design and appearance are considered. Key guiding principles include:

- The existing recreational golf course and driving range use of the site is permitted to continue indefinitely.
- The entire site may be developed as low density or in a mix of low and medium density residential types though the highest densities may not exceed those permitted under the *Medium Density Residential* designation. Assuming the entire site is developed, not more than 270 residential units will be permitted.
- Lower density residential development must be located in the western portion of the site. Higher density development will be limited to the eastern portion of the site. Senior housing is acceptable as a part of the housing mix though this development may not exceed the 35 foot height requirements of the RM-10 zone.
- Commercial development along the Beach Boulevard frontage may be permitted if the commercial development accounts for no less than half of the total land area east of the channel. The entire Beach Boulevard frontage may be developed as commercial as long as a single major store or anchor occupies the commercial development. No strip commercial or mini-mall development will be permitted on the site.
- The entire site must be master planned as a unit and a development agreement or a similar instrument must commit to the site's development in a timely manner.

The existing commercial service station use at the corner of Beach Boulevard and La Mirada Boulevard must also be included in the Planned Development designation and in any future master planning of the site. The economic viability of the existing retail uses at the intersection of Beach Boulevard and Malvern Avenue will be analyzed in connection with any future commercial development of this site.

Malvern/Dale Planned Development.

The vacant property immediately south of Malvern Avenue in the vicinity of Dale Street and the Santa Fe Railroad right-of-way has been included in the Malvern/Dale Planned Development designation. The Malvern/Dale planned development consists of two areas bisected by Dale Street. A grade separation where the AT&SF tracks cross Dale is proposed. The land use policy for this area calls for high quality *Low to Medium Density Residential* development (of between 300 to 350 units) supplemented by superior open space and recreational amenities. Alternatively, the area may be developed with administrative or executive offices related to business and industrial concerns, scientific research offices and laboratories, restricted manufacturing activities, and compatible accessory or support uses, all in a highly attractive pollution-free environment. Approximately 5 to 7 acres of the Planned Development Area may be developed as transit-related uses, including commuter train station and parking. Key guiding principles include:

- Sixty percent of the total land area (excluding transit-related portion) must also be developed with open space and open recreational amenities in the event that business and industrial development occurs. The remaining 40% of land area may be developed at a floor area of 0.6 to 1.0.
- The Planning Development Area must be developed in its entirety or with a comprehensive Master Plan for ultimate build-out which would prevent fragmentation and maintain integration of amenities, landscaping, access, and architectural design.
- The development plan for the residential use must provide for open space which may include a golf course and/or driving range, linear greenbelts, and landscaping. These open space areas should be designed to mitigate development constraints such as flooding, railroad noise, and vibration.
- The site, minus the area devoted to a transit station facility, may include up to 40% of the land area for

residential development. Not more than 40% structural coverage is permitted on the residential portion to allow for open space, infrastructure, and other amenities. The remaining 60% of the total land area will be devoted to streets, common areas, and open space.

- In the event that research and development uses are constructed on the site, no more than 60% of the total land area may be developed. This 60% figure does not include land required for streets, infrastructure, landscaping, parking, or other amenities. This future development must be master planned as an integrated unit.
- Architectural and landscape design for any type of development must promote visual compatibility with the existing residential development located to the north and the development plan must be sensitive to the concerns of residents living in the area.

Land Use Plan - CBD Planning Area

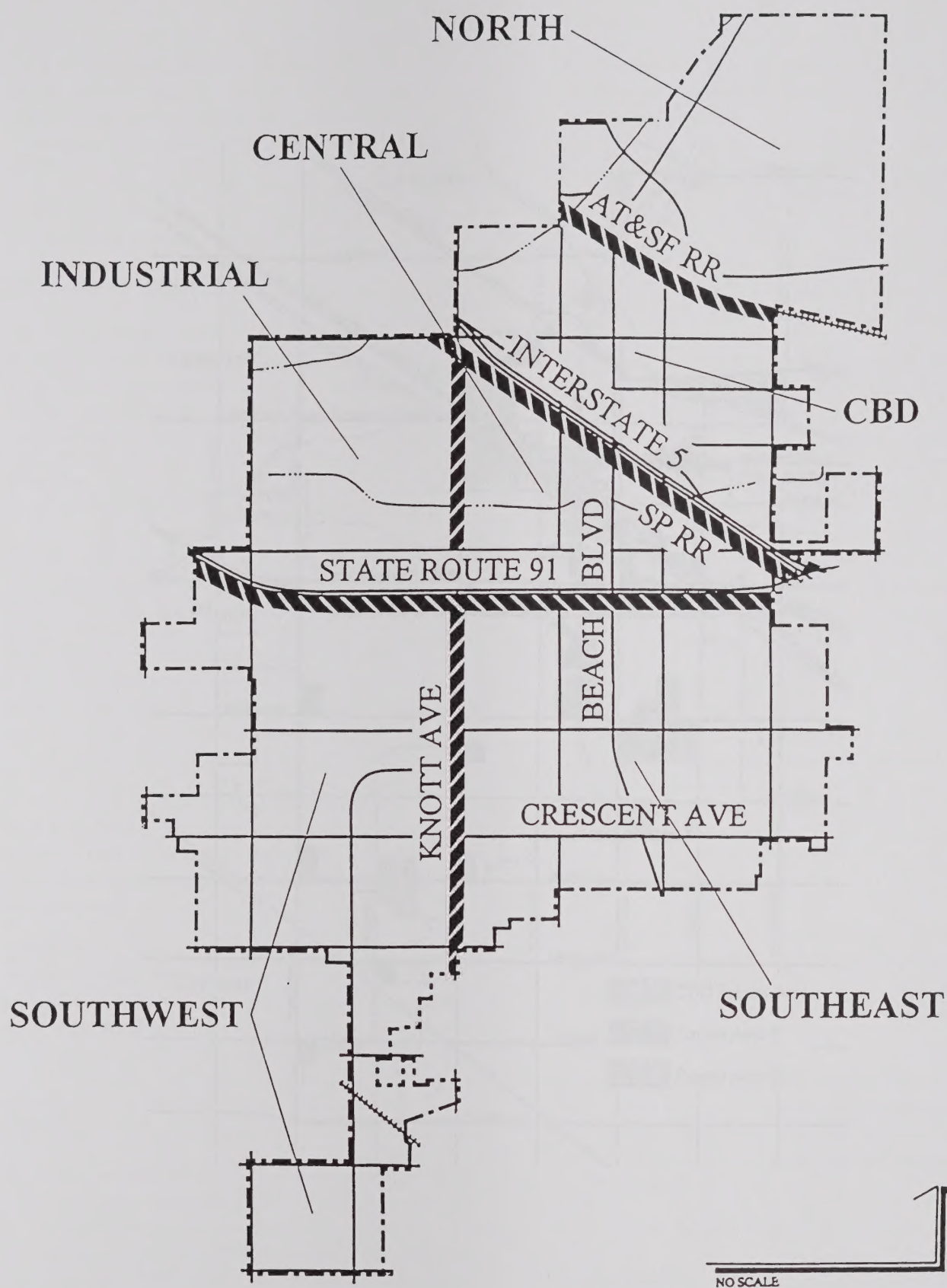
The CBD Planning Area is located east of Knott Avenue, south of the Santa Fe Railroad right-of-way and north of the I-5 Freeway. There are a wide range of land uses within this area, including the City's original central business district along Beach Boulevard, Manchester Boulevard and Commonwealth Avenue.

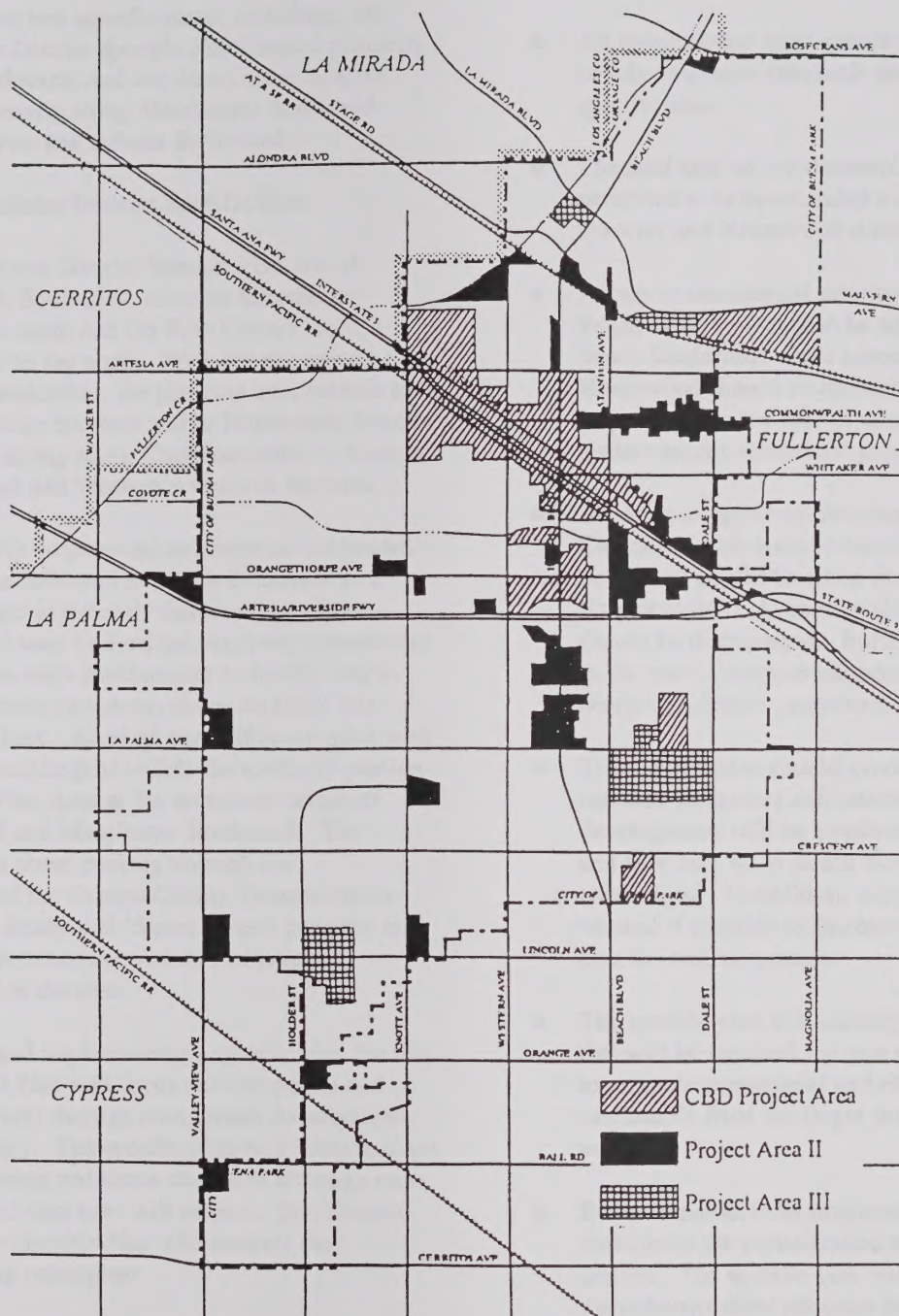
Land Use Policy for the Planning Area.

The majority of the City's multiple-family developments are found in this planning area, particularly west of Beach Boulevard. Older single-family neighborhoods east of Beach Boulevard are beginning to revitalize through significant additions and in several cases, the construction of new two-story homes.

Most of the City's auto dealerships are located in the *CBD Planning Area*, primarily along Manchester Boulevard, east of Beach Boulevard, although a significant dealership exists at Beach Boulevard, north of Commonwealth Avenue. Limited industrial development occurs on the eastern and western fringes of the planning area. Nutrilite Product's facility, located in the northern portion of the planning area, is undergoing significant remodeling and expansion. Fullerton Municipal Airport is adjacent to the easterly City boundary.

With the exception of the residential areas, the majority of this planning area has been included in a





redevelopment area in order to promote and facilitate the physical and economic revitalization of the area. To further promote these efforts, the land use policy for the *CBD Planning Area* calls for the preparation and implementation of two specific plans, including: the *Central Business District Specific Plan* located primarily along Beach Boulevard; and the *Auto Center Specific Plan* located primarily along Manchester Boulevard between Dale Street and Artesia Boulevard.

The Central Business District Specific Plan

The Central Business District Specific Plan area is focused on Beach Boulevard, between Manchester Boulevard on the south and the Brea Creek Flood Control Channel on the north. With the exception of the Ted Jones auto dealership, the planning area extends to Fullerton Avenue on the west and to Homewood Avenue on the east, continuing along Commonwealth to Stanton Avenue to the east and Western Avenue to the west.

The predominantly commercial development originated in response to the influence of Beach Boulevard as a major linkage road in the early development of the region. The land uses evolved into highway commercial retail and services with development of mostly single-story, but sometimes two-story, shops on small lots served by rear alleys. An eight acre office complex with two three-story buildings is within the southerly portion of this Specific Plan Area at the northwest corner of Beach Boulevard and Manchester Boulevard. The elimination of on street parking through the implementation of the Orange County Transportation Agency's Beach Boulevard "Smart Street" program may further impact the economic viability of existing commercial uses in the area.

By establishing and implementing a specific plan for this area, the General Plan will focus redevelopment and revitalization efforts through coordinated development and design strategy. The specific plan will take the place of the current zoning ordinance standards although most existing permitted land uses will remain. The *Central Business District Specific Plan* will embody the following guiding principles:

- Land uses permitted in the CBD Planning Area will include most of the land uses currently permitted in the several commercial and commercial office zoning designations. Maximum floor area ratios for new development may range from 0.5 to 1.0 depending on lot size. Developments that have successfully assembled larger properties will be granted a floor area ratio bonus.

- The specific plan will establish design guidelines for signage, architecture, and landscaping within the specific plan area.
- All development must adhere to design guidelines and development standards established by the specific plan.
- The land area where commercial development is permitted is to be extended to Fullerton Avenue on the west and Homewood Avenue on the east.
- Access to commercial development fronting on Beach Boulevard should be taken directly off of Beach Boulevard, while access to Fullerton and Homewood should be discouraged. Buffers should be provided to the rear of commercial properties to protect nearby residential properties.
- Access to commercial development fronting on Commonwealth Avenue between Western and Beach Boulevard should be taken directly off the Commonwealth Avenue, while access to Fifth Street should be discouraged. Buffers should be provided to the rear of commercial properties to protect nearby residential properties.
- The specific plan should promote shared parking between businesses and internal circulation between developments will be emphasized. Fewer driveways and curb cuts on to Beach Boulevard will be encouraged. In addition, alleyways should be vacated if possible to increase the amount of land area for redevelopment.
- The specific plan will identify minimum lot sizes that will be required for new development in order to promote commercial and office development that can benefit from the larger lot sizes and shared parking.
- Redevelopment is an important implementation measure in the revitalization of the central business district. The specific plan will be closely linked to the redevelopment plan and any subsequent amendments to the plan.

Auto Center Specific Plan

The City and Redevelopment Agency initiated the creation of an "Auto Center" along Manchester Boulevard, extending from Artesia Boulevard to Dale Street. The area's visibility and accessibility to the

nearby Santa Ana Freeway, makes it a prime opportunity area for this type of development, building on existing successful dealerships which have been located in the area for many years. An additional significant dealership exists at the intersection of Commonwealth Avenue and Beach Boulevard and is also included in the Specific Plan Area. Other properties equally benefiting from a Specific Plan include the site formerly occupied by Buena Park Toyota, located at the northwest corner of Western Avenue and Orangethorpe Avenue; and property on Knott Avenue and the 91 Freeway currently occupied by a recreational vehicle dealer (Village RV).

With the refinement of the Auto Center Specific Plan, fine adjustments to the boundaries of the plan include the following: 1) a site currently occupied by a multi-family development on Dale Street immediately north of the dealer located at the northwest corner of Dale Street and Manchester Boulevard; 2) a site currently occupied by a multi-family development on Tenth Street immediately north of the dealer located at the northwest corner of Manchester Boulevard and Tenth Street; 3) six properties developed with residential units located on the west side of Homewood Avenue, south of Seventh Street; 4) properties located on the east side of Beach Boulevard north of Manchester Boulevard and south of Seventh Street; and 5) properties located within a triangle area bounded by Artesia Boulevard to the north, the I-5 Freeway to the southwest, and Western Avenue to the east except for a large apartment complex located at the southwest corner of Artesia and Western; and 6) the five properties developed with single-family homes located on the southwest corner of Tenth Street and Idaho Street north of Montana Avenue. These sites combined with the length of Manchester Boulevard between Artesia Boulevard and Dale Avenue would increase and enhance the viability of the Auto Center Specific Plan. Other areas include open space east and west of the I-5 Freeway, Manchester Boulevard on-ramp, and Orange County Flood Control Channel located west of the dealer located at the northwest corner of Tenth Street and Manchester Boulevard. Covering of the channel would increase the square footage of both parcels on either side of the channel and increase display areas. Furthermore, the Auto Center Specific Plan Area may be enhanced through street modifications at Ninth and Tenth Streets.

Several parcels on Manchester Boulevard have been acquired by the Redevelopment Agency to promote the continued expansion of dealerships in the area. Additionally, the Agency has maintained an active role in fostering a supportive and cooperative environment among the dealers and with the City. The specific plan

will help implement some of the mutually agreed upon concepts and improvements.

The land use policy of the Auto Center Specific Plan is to continue to foster cooperation between business and the City and to put forth the following guiding principles:

- The Auto Center Specific Plan should segment the plan area into specific site areas that define more precisely land uses that are appropriate to auto dealers and/or associated uses. These segmented areas are to be known as areas A1, A2, and A3 within the CBD Planning Area and B1 and B2 within the Central Planning Area.
- While the General Plan land use designation will remain commercial, the land uses located within areas A1 and A2 governed by the Auto Center Specific Plan should consist of either an automotive dealership or retail sales and services that support or enhance the dealership uses. Area A3 is also considered an excellent location for an automobile dealership or for a regional retail use or office use that would complement the Auto Center concept. Likewise, Areas B1 and B2 are encouraged to be used by automotive dealerships or retail sales and services that support or enhance the dealership uses or by specific commercial uses which will co-exist with the surrounding area. General Commercial development not meeting this criteria will not be permitted.
- The specific plan will identify development standards and design guidelines for signage, lighting, landscaping, and streetscape which will unify the dealerships into an easily recognized and cohesive area.
- The specific plan will focus on strategies that will enhance the success of dealerships and supporting commercial uses.
- The specific plan should promote the establishment of new dealerships and the expansion and redevelopment of existing dealerships, where appropriate.

Land Use Plan - Central Planning Area

The *Central Planning Area* includes that portion of the City between the Santa Ana Freeway on the north, and the Artesia Freeway on the south. It is bounded by Knott Avenue on the west, and the City of Fullerton on the east.

Much of the City's early development occurred within this planning area and includes a full range of land uses, with the exception of heavy industry. The Civic Center, a number of historic homes and businesses, and older single-family neighborhoods are found within the planning area. In some neighborhoods, the single-family homes have been replaced by higher density multiple-family housing.

The *Beach Boulevard Entertainment Corridor Specific Plan* extends into the planning area in the vicinity of Orangethorpe Avenue and Beach Boulevard. Much of the planning area along Beach Boulevard, Stanton Avenue, and Orangethorpe Avenue is also located within a Redevelopment Project Area.

Land Use Policy for the Planning Area

Like the other planning areas, land uses are well defined through past development. Land use policy, as it applies to the *Central Planning Area*, focuses on maintaining and preserving existing types of development.

The land use policy for the *Central Planning Area*, as it applies to residential development, is designed to conserve and maintain existing residential neighborhoods and development in the City. The land use designations assigned to the residential areas generally correspond to the type and density of existing residential development. In this way, the land use policy promotes the retention of existing development as opposed to recycling.

A small residential area located on the north side of Eleventh Street, west of Stanton Avenue which is currently designated as Commercial Service has been redesignated as *Low Density Residential*. This should encourage the transition from substandard and incompatible development to newer single-family development which is more compatible with the adjacent existing residential development.

Commercial development and limited office development is scattered throughout the planning area and is generally found along major arterial roadways (Beach Boulevard, Orangethorpe Avenue, and Knott Avenue). The land use policy provides for the maintenance and preservation of the established commercial land uses located within the area.

The land use policy does call for a change in the zoning for several residential neighborhoods. The plan calls for a *Medium Density Residential* land use designation in an area east of Western Avenue which would require a zone

change from RM-20 to RM-10 for those parcels along Eighth Street, Kingman Avenue, and Fullerton Avenue. The Low Density designation (corresponding to a RS-6 zone) has been applied to an area south of Tenth Street. These new zoning designations correspond closely to the parcel sizes and density of development which actually exists in these neighborhoods.

The policies for the Central Planning Area include an amendment to the California District of the Beach Boulevard Entertainment Corridor Specific Plan and the creation and subsequent application of some Overlay districts in the Civic Center area. Additionally, key properties located at Knott Avenue and the 91 Freeway (Village R.V. site) and at Western Avenue and Orangethorpe Avenue (former Buena Park Toyota site) are to be included in the Auto Center Specific Plan Area.

Auto Center Specific Plan

The core of the Buena Park Auto Center is located within the CBD Planning Area. However, two sites located within the Central Planning Area, including an existing R.V. dealer site at Knott Avenue and the 91 Freeway and the former Buena Park Toyota site located on the northwest corner of Western Avenue and Orangethorpe Avenue, should also be placed within the Auto Center Specific Plan Area. These areas designated as B1 and B2 within the Auto Center Specific Plan are intended to be used by automotive dealerships or retail sales and services that support or enhance the dealership uses. Additionally, these areas may be used by specific commercial uses which will co-exist with the surrounding area.

- The guiding principles of the Auto Center Specific Plan Area are addressed within the CBD Planning Area discussion of the General Plan.

Beach Boulevard Entertainment Corridor Specific Plan

Land use policy calls for the amendment of the *Beach Boulevard Entertainment Corridor Specific Plan* to incorporate the health club development and service station located south of Orangethorpe Avenue and east of Western Avenue into the *California District*. The land use designation will change from Commercial to *Tourist Entertainment*. The following guidelines for the Specific Plan amendment include:

- The development standards and list of permitted uses for that portion of the specific plan located in the *Central Planning Area* will be reviewed. Amendments to the plan will be made as needed to promote the development of a conference center with supporting hotel, commercial, and office uses.
- Any amendments to the *California District - Beach Boulevard Entertainment Corridor Specific Plan* should consider the northeast corner of Beach Boulevard and Orangethorpe Avenue and the feasibility of incorporating this area into the Plan.
- The maximum intensity of development permitted under the specific plan will be reviewed and amended as required. The General Plan provides for a maximum floor area ratio of 2.5 to 1.0.
- Design guidelines, standards, and criteria included in the specific plan (as it applies to the California District) will be applicable to any future developments envisioned under the General Plan's land use policy for this area.

The Civic Center Overlay

The General Plan, through the *Civic Center Overlay* designation, acknowledges that there may be opportunities for expanding the Civic Center or promoting new public and institutional uses in the vicinity of City Hall. Such development has the potential of creating a significant focus for the area. The primary *Civic Center Overlay* designation is bounded by Beach Boulevard on the west, Stanton Avenue on the east, the Santa Ana Freeway on the north, and the Fullerton Creek Flood Control Channel on the south. A secondary overlay area extends to Orangethorpe Avenue on the south.

The overlay designation will permit the existing commercial and residential uses to continue indefinitely as long as they meet the requirements of the Zoning Ordinance. The *Civic Center Overlay* designation simply acknowledges that opportunities for the expansion of public and institutional uses may exist in the future and that future development proposals in the residential and commercial areas located within the overlay designation need to be considered in light of how those proposals may inhibit future development.

Historic Buena Park Overlay

This designation has been assigned to an area to the west and opposite the Civic Center, with the primary or core

overlay area extending along Beach Boulevard between Ninth Street on the north and Eleventh Street on the south. A secondary Historic Overlay area extends loosely farther north to the railroad tracks as well as west and south. While properties to the east, north, and south of the Civic Center are not within the designated area, architectural themes should generally maintain compatibility with the Historic Overlay area.

The overlay designation is expressly intended to identify an area where a number of historically important structures are located, including the Congregational Church, Stage Hotel, and the Buena Park Women's Club. In addition, the overlay designation identifies an area of the community where culturally or historically significant structures and artifacts may be relocated as in the case of Whitaker Jaynes and Bacon Houses. General guidelines pertaining to the overlay area are to be developed to establish design and streetscape standards and permitted uses.

Land Use Plan - Industrial Planning Area

The *Industrial Planning Area* includes the westerly area of the City bounded on the south by the Artesia Freeway, on the east by Knott Avenue, on the north by Artesia Boulevard, and on the west by the city boundaries. The *Industrial Planning Area*, as its name suggests, is predominantly industrial and contains the City's largest concentration of manufacturing and warehousing activities.

Two residential neighborhoods are located in the Planning Area. One neighborhood is located between Orangethorpe Avenue and the Artesia Freeway in the planning area's southwest corner. A second neighborhood is found west of Calder Elementary School. A third area located along Orangethorpe Avenue is currently designated as Low Density Residential though it is presently undeveloped. Commercial activities are found along Orangethorpe Avenue at Knott Avenue and Valley View Street.

Land Use Policy for the Planning Area

The land use policy for the *Industrial Planning Area* provides for the conservation and maintenance of the existing land use designations. The General Plan supports efforts to redevelop and upgrade deteriorating commercial and industrial properties within the planning area. This is especially true for commercial uses located along Orangethorpe Avenue. A portion of this area is located within a redevelopment project area.

The large industrial district that dominates the planning area has been designated as *Industrial*. This designation permits more intensive industrial and warehousing activities compared to those permitted elsewhere in the City.

This planning area is the only area within Buena Park that has been assigned the *Industrial* land use designation. The industrial uses south of Orangethorpe Avenue will continue to be designated *Light Industrial*. The existing *Low Density Residential* designations will be retained. The existing retailing and office uses located in the *Industrial Planning Area* will continue to be maintained under the *Commercial* land use designation.

Land Use Plan - Southeast Planning Area

The *Southeast Planning Area* is bounded by the Artesia Freeway on the north, Knott Avenue on the west, and the City boundaries on the south and east. This planning area provides housing for a large number of Buena Park residents, with the majority of these units located in neighborhoods consisting of lower density single-family detached housing units. Limited higher density residential development is found in the vicinity of La Palma Avenue and Crescent Avenue. In addition to providing housing for a large number of Buena Park residents, the greatest concentration of retail, entertainment, and tourist-related businesses including the Knott's Berry Farm Amusement Park, are located here.

Land Use Policy for the Planning Area

The land use policy promotes the preservation of existing residential neighborhoods throughout the planning area. The *Low Density Residential*, *Medium Density Residential*, and *High Density Residential* land use designations found in this planning area correspond to the location and extent of existing residential development in the area.

The nonresidential land uses within this planning area are dominated by the tourist- and entertainment- related activities found along Beach Boulevard and the commercial uses located within and to the north of the Buena Park Mall. The land use policies for each of these significant areas are discussed below.

Buena Park Mall

The land use policy designates the Buena Park Mall and the commercial land uses north of the Mall (opposite La Palma) as *Regional Commercial*, a new designation that replaces the previous general plan designation. This is

the only area in the City that has been so designated. The rationale is to recognize the broad service area of the Mall area and to foster efficient and more intensive development typical of large regional commercial retail centers.

Both the Mall and the shopping center properties north of La Palma Avenue lie within a redevelopment project area. The commercial center on the north side of La Palma was developed in the 1980's. The success of this center has yet to fully materialize due to problems related to lot depth and configuration. The siting of past development and the lot configuration have resulted in poor internal circulation and poor visibility. The General Plan supports efforts to introduce new commercial development and services which will enable the center to overcome the site constraints and to complement the Buena Park Mall.

The General Plan, through the *Regional Commercial* designation, also promotes the continued evolution of the Buena Park Mall, maintaining a viable mix of uses within the Mall area, and promoting future opportunities to link the Mall with the Entertainment Corridor and Knott's. The designation provides for a greater Floor Area Ratio standard compared to the standard for the other commercial designation. This greater FAR is designated to accommodate the larger more intensive commercial development.

Beach Boulevard Entertainment Corridor Specific Plan

The land use policy for the *Southeast Planning Area* calls for the continued implementation of the *Beach Boulevard Entertainment Corridor Specific Plan*. The land use policy acknowledges the importance of Knott's Berry Farm and promotes a wide range of tourist oriented land uses including restaurants, hotels, motels, dinner theaters, museums, convention centers, and other specialized service and retail uses. The *Beach Boulevard Entertainment Corridor Specific Plan* also contains provisions for special design, landscaping, and streetscape criteria at the Beach Boulevard and Artesia Freeway interchange. Implementation of the Specific Plan since its original adoption has met with great success in upgrading the image and aesthetics of the area in addition to creating a much broader tourist-oriented land use base within the City.

Knott's Berry Farm

Knott's Berry Farm is the anchor for the tourist entertainment industry in Buena Park. "Knott's" is the

fifth largest amusement park in the nation and continues to not only be an important local attraction, but also brings the City national and international recognition. The General Plan encourage the continued evolution of “Knott’s” along with the rest of the entertainment corridor and promotes opportunities for developing linkages between the entertainment area and Buena Park Mall.

Land Use Plan - Southwest Planning Area

The Southwest Planning Area is bounded by the Artesia Freeway on the north, Knott Avenue on the East, and the City boundaries on the south and west. The land uses within the planning area are dominated by residential development which will not change under the land use policy. The planning area is almost completely developed and land use patterns are well established.

Land Use Policy for the Planning Area

The majority of the residential development located within this planning area consists of single-family detached housing. The integrity of these neighborhoods is preserved under the land use plan’s *Low Density Residential* designation. Higher density residential development is found in smaller pockets scattered throughout the planning area and these areas retain either a *Medium Density Residential* or *High Density Residential* designation.

Commercial development occurs along major roadways that traverse the planning area and is generally concentrated at key intersections along Lincoln Avenue, La Palma Avenue, Valley View Street and Knott Avenue.

Over time, new investment will lead to recycling though changes in land use or the land use designations are not envisioned with the exception of the properties east of Holder Street, on either side of Lincoln Avenue. The 19 acre parcel on the north side of Lincoln Avenue is undeveloped except for a farmhouse and convenience store, while the 32 acres to the south contains a drive-in theater and mini-storage development. Both parcels have been designated as *Residential Planned Development*.

Lincoln Avenue Planned Development Area

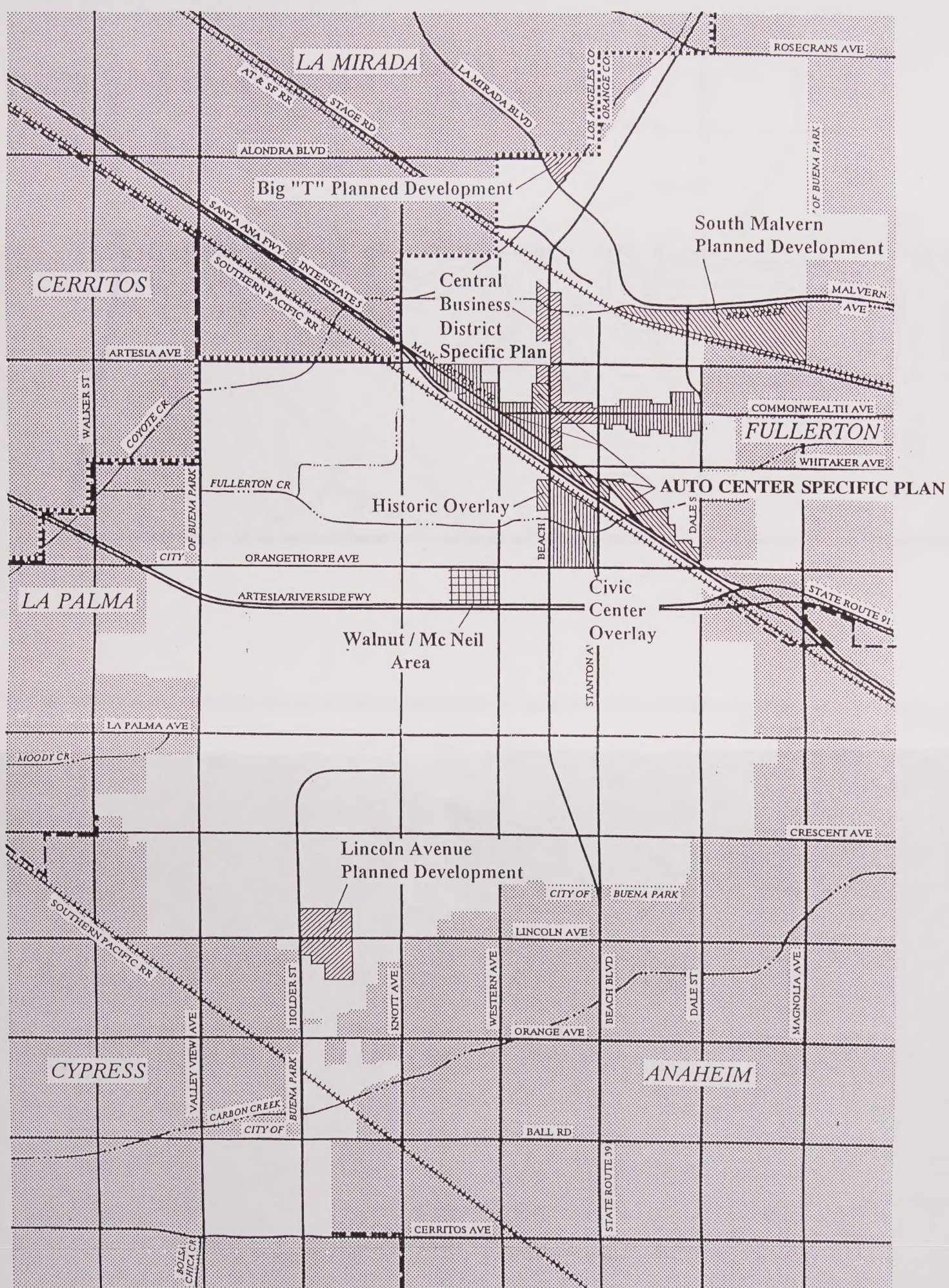
The land use policy for the Southwest Planning Area has identified two parcels east of Holder Street and north and south of Lincoln Avenue for new residential

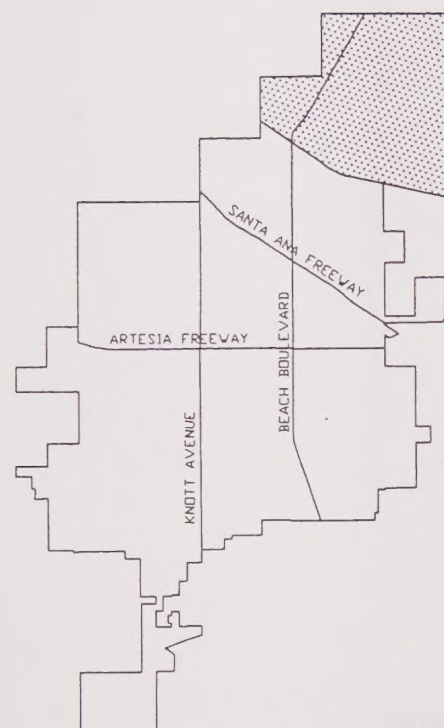
development. Housing types envisioned under the *Residential Planned Development* designation for this area may include a mix of single-family detached homes and townhouse-type condominiums. The following guiding principles for the 32 acre property south of Lincoln Avenue a maximum of between 220 to 240 units is permitted. The actual number of units that will ultimately be permitted will depend on the amenities provided in the development. Density bonuses will be granted according to the amount and quality of amenities provided. The overall density cannot exceed 8.1 units per gross acre.

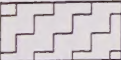
- The development plans must include the entire site. Phased development is acceptable though this phasing must be reflected in a master plan.
- The development plans must provide amenities that will both enhance the development and the surrounding area. These amenities may include, but not be limited to, entry way treatments, landscaping, water features, useable open space, etc.
- Development along the eastern and southern portions must be sensitive to the adjacent lower density residential development.

For the 19 acre parcel to the north of Lincoln Avenue, a maximum of between 120 to 150 housing units may be constructed on this property. Overall development densities cannot exceed 7.5 units per acre. Other guiding principles include:

- Open space and landscaping must be emphasized and clustered development is encouraged.
- Density bonuses will be based on the amenities (such as water features, landscaping, and streetscape improvements) provided as part of the development.
- Primary access to this development should be taken off of Lincoln Avenue.
- The existing corner market parcel and farmhouse/building parcels must be incorporated into the development plans for the rest of the site through master planning.
- The site should be developed at one time unless phasing is permitted through a development agreement or similar instrument.





-  LOW DENSITY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  HIGH DENSITY RESIDENTIAL
-  COMMERCIAL
-  LIGHT INDUSTRIAL
-  PLANNED DEVELOPMENT
-  OPEN SPACE

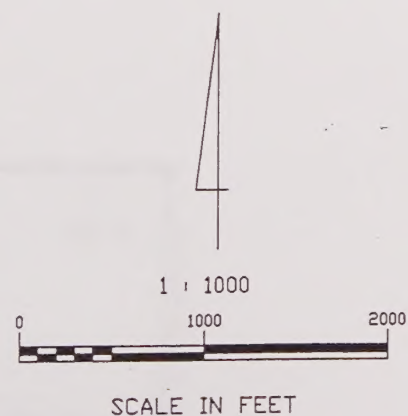


EXHIBIT 2-6
LAND USE PLAN
NORTH PLANNING AREA

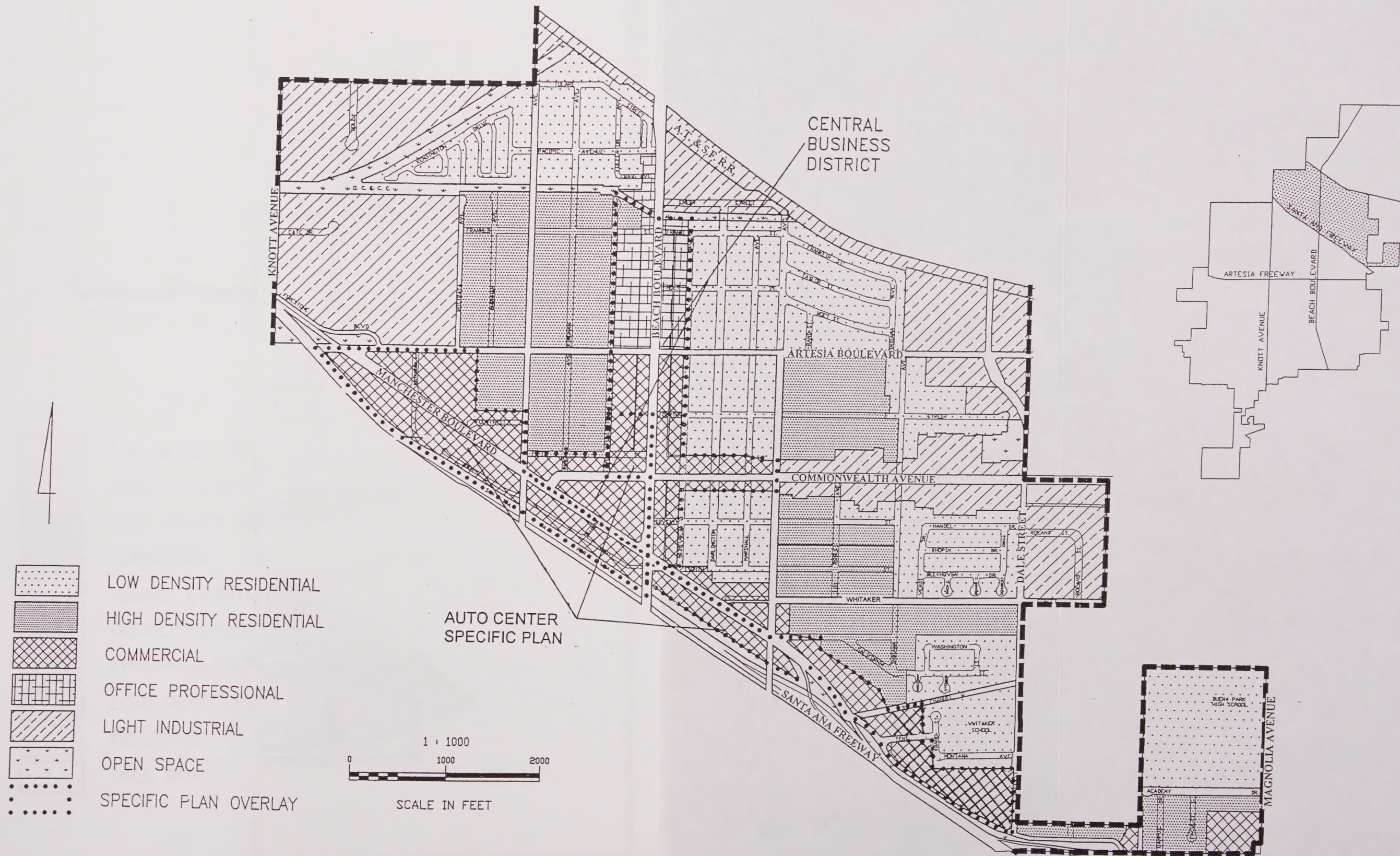
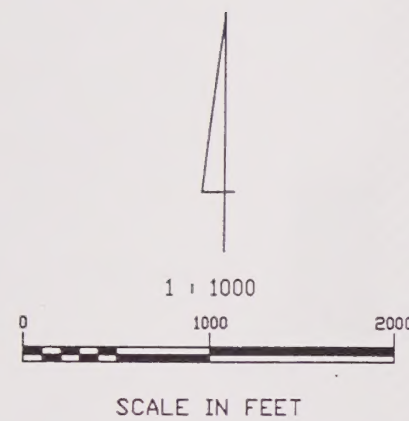
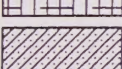
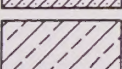
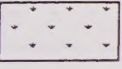
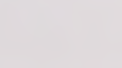


EXHIBIT 2-7
LAND USE PLAN
CBD PLANNING AREA



-  LOW DENSITY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  HIGH DENSITY RESIDENTIAL
-  COMMERCIAL
-  TOURIST ENTERTAINMENT
-  OFFICE PROFESSIONAL
-  COMMERCIAL SERVICE
-  LIGHT INDUSTRIAL
-  INDUSTRIAL
-  OPEN SPACE

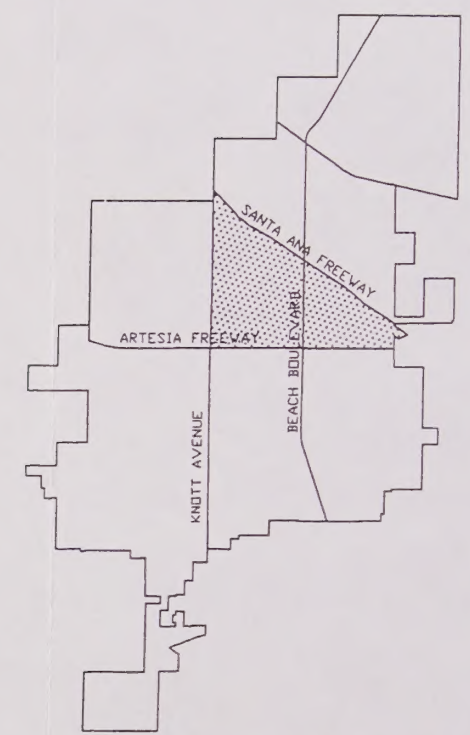
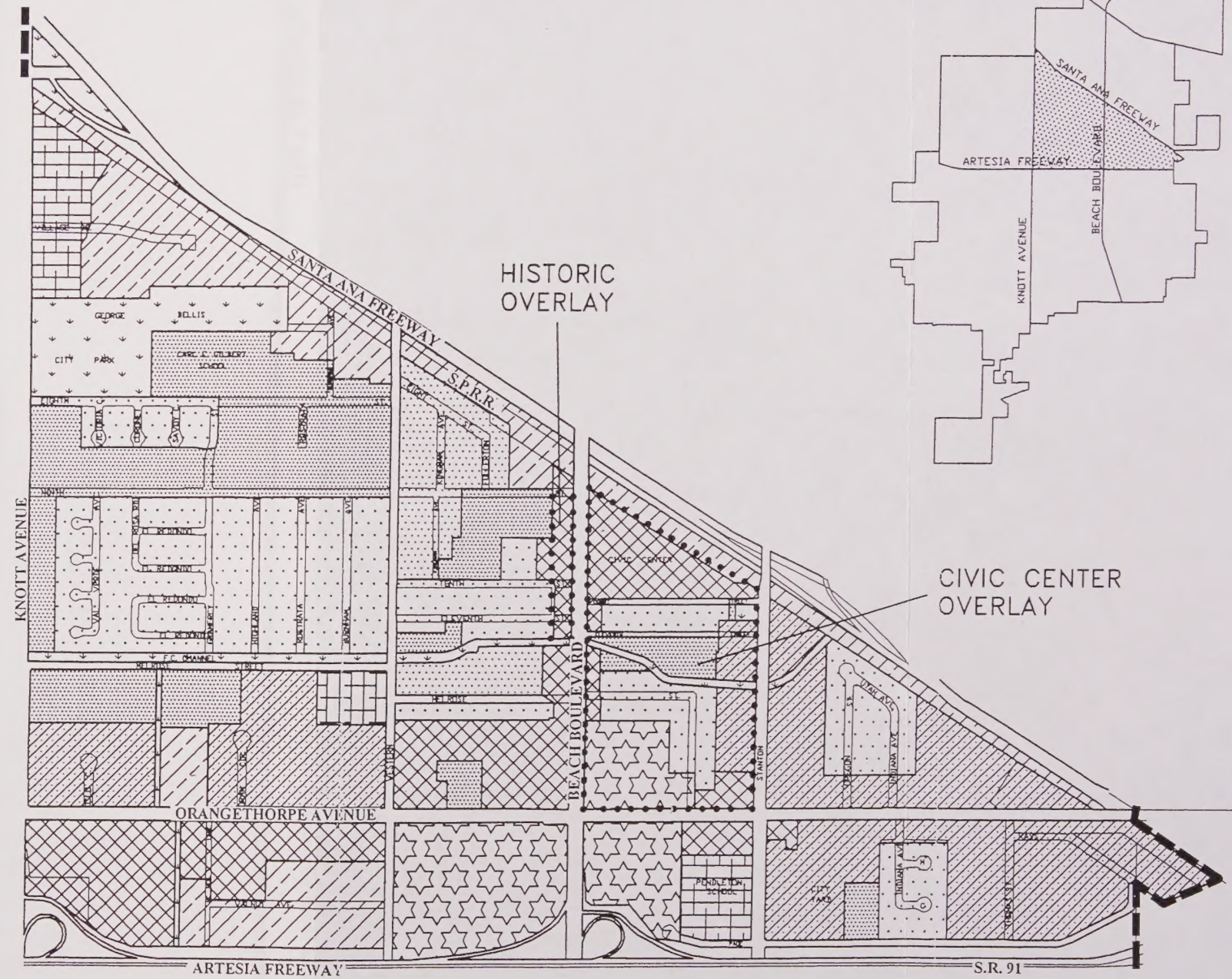


EXHIBIT 2-8
LAND USE PLAN
CENTRAL PLANNING AREA

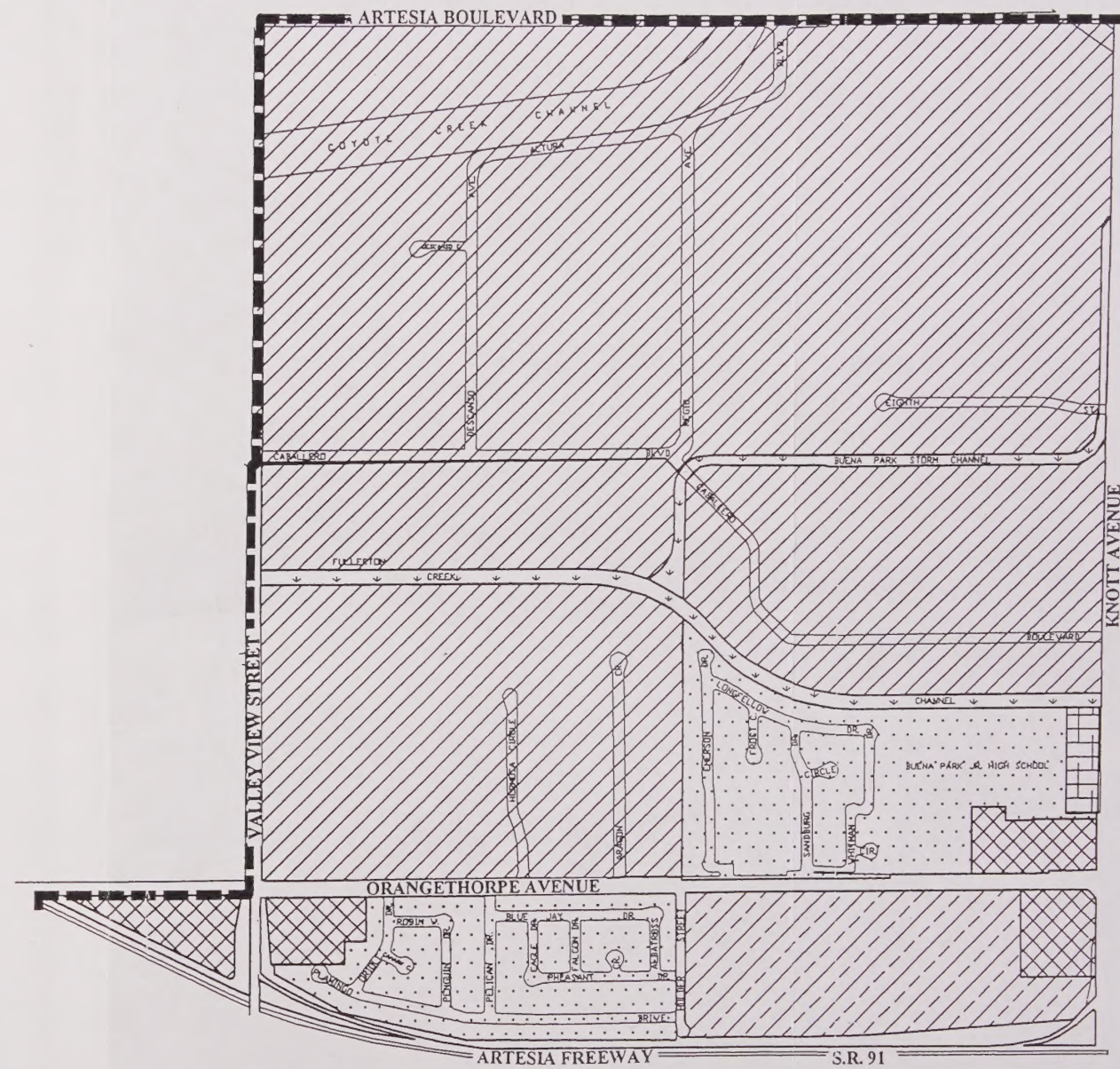
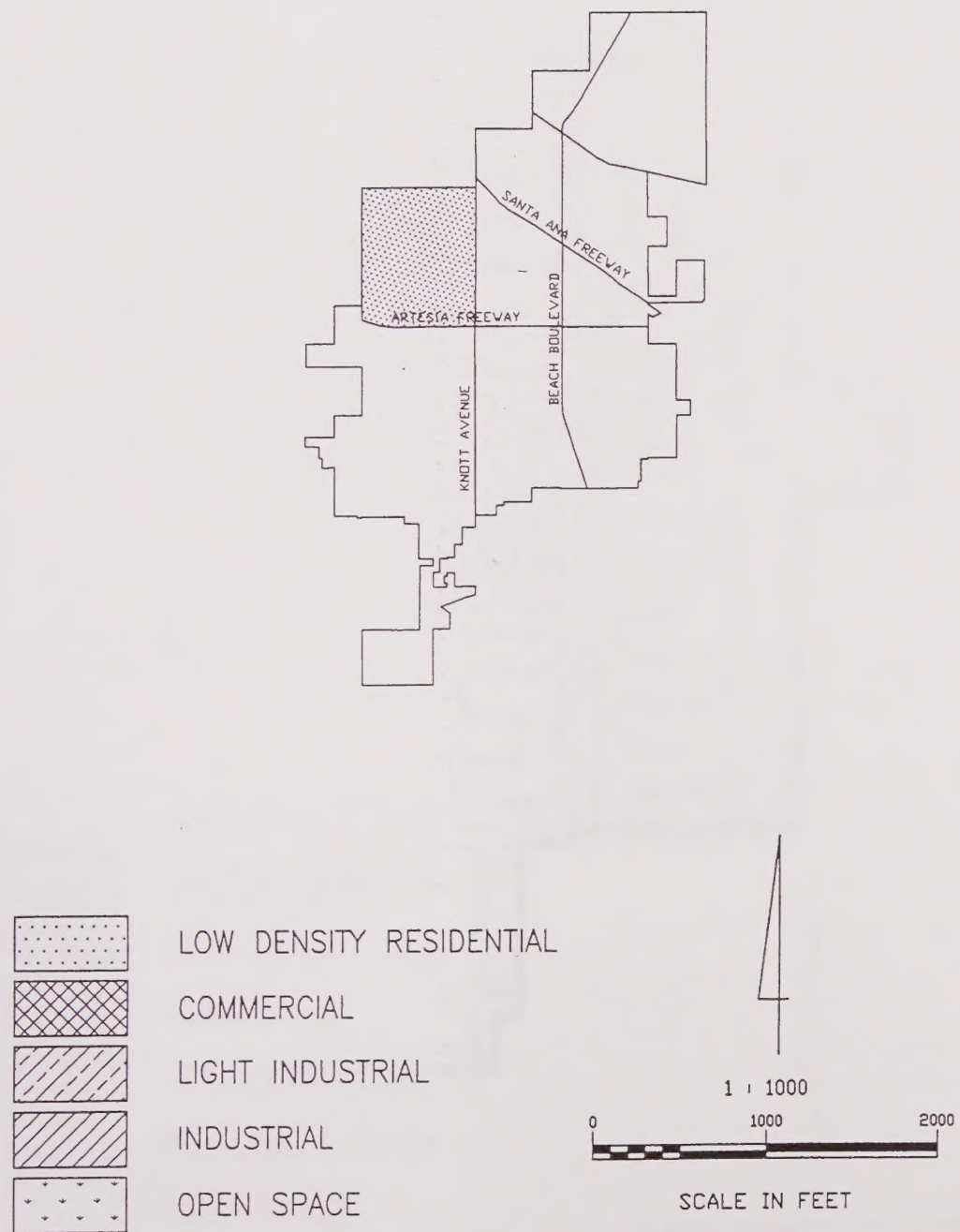
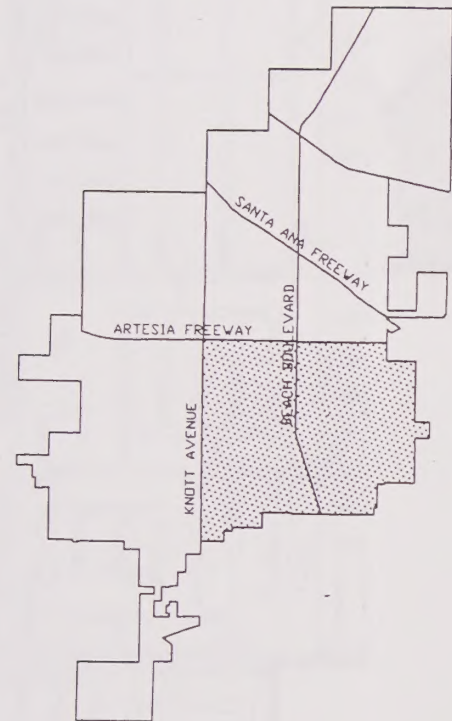
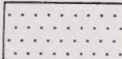
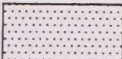
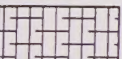
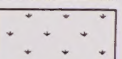
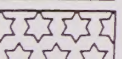


EXHIBIT 2-9
LAND USE PLAN
INDUSTRIAL PLANNING AREA

S.R. 91



-  LOW DENSITY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  HIGH DENSITY RESIDENTIAL
-  COMMERCIAL
-  OFFICE PROFESSIONAL
-  REGIONAL COMMERCIAL
-  OPEN SPACE
-  TOURIST ENTERTAINMENT

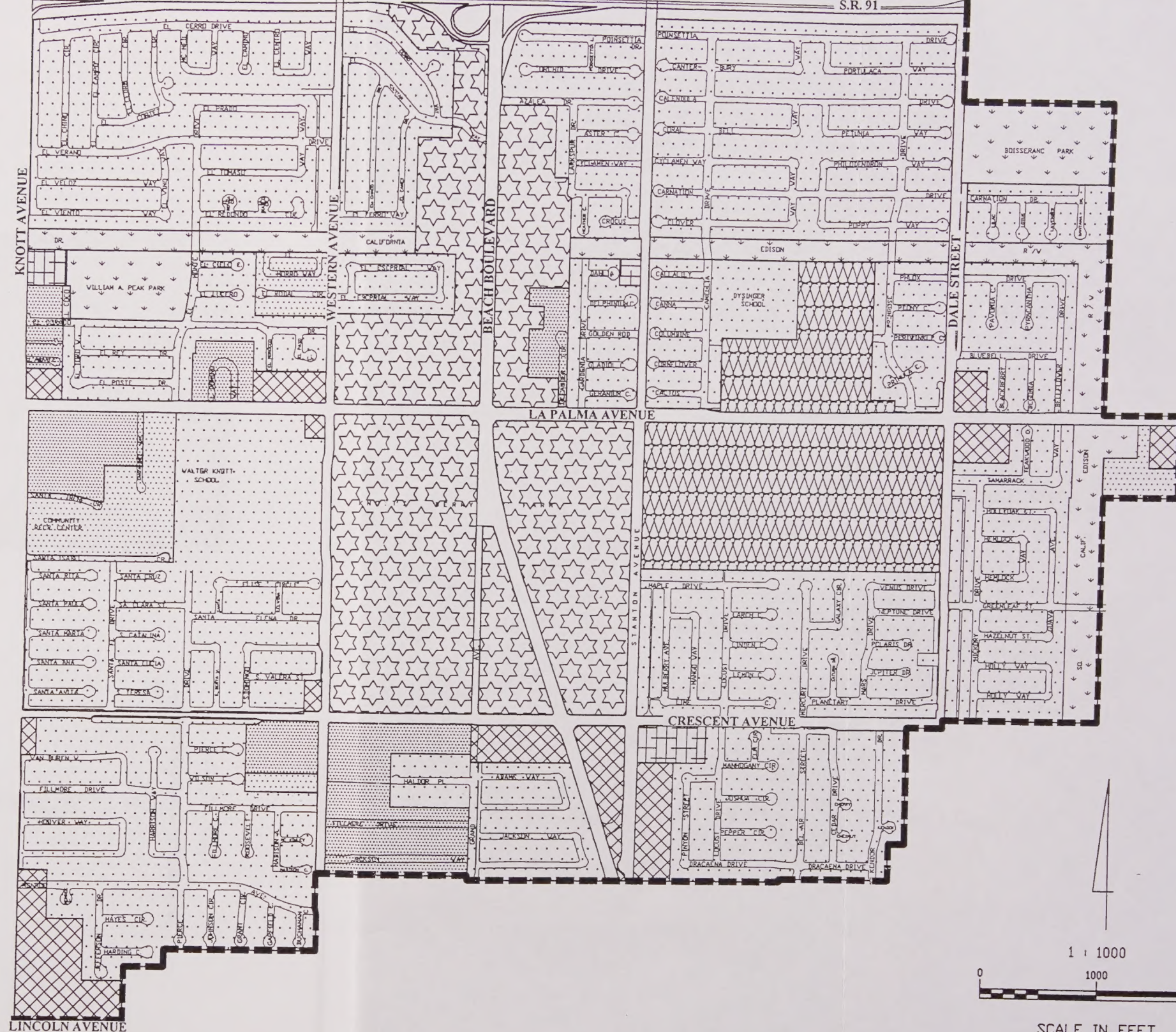


EXHIBIT 2-10
LAND USE PLAN
SOUTHEAST PLANNING AREA

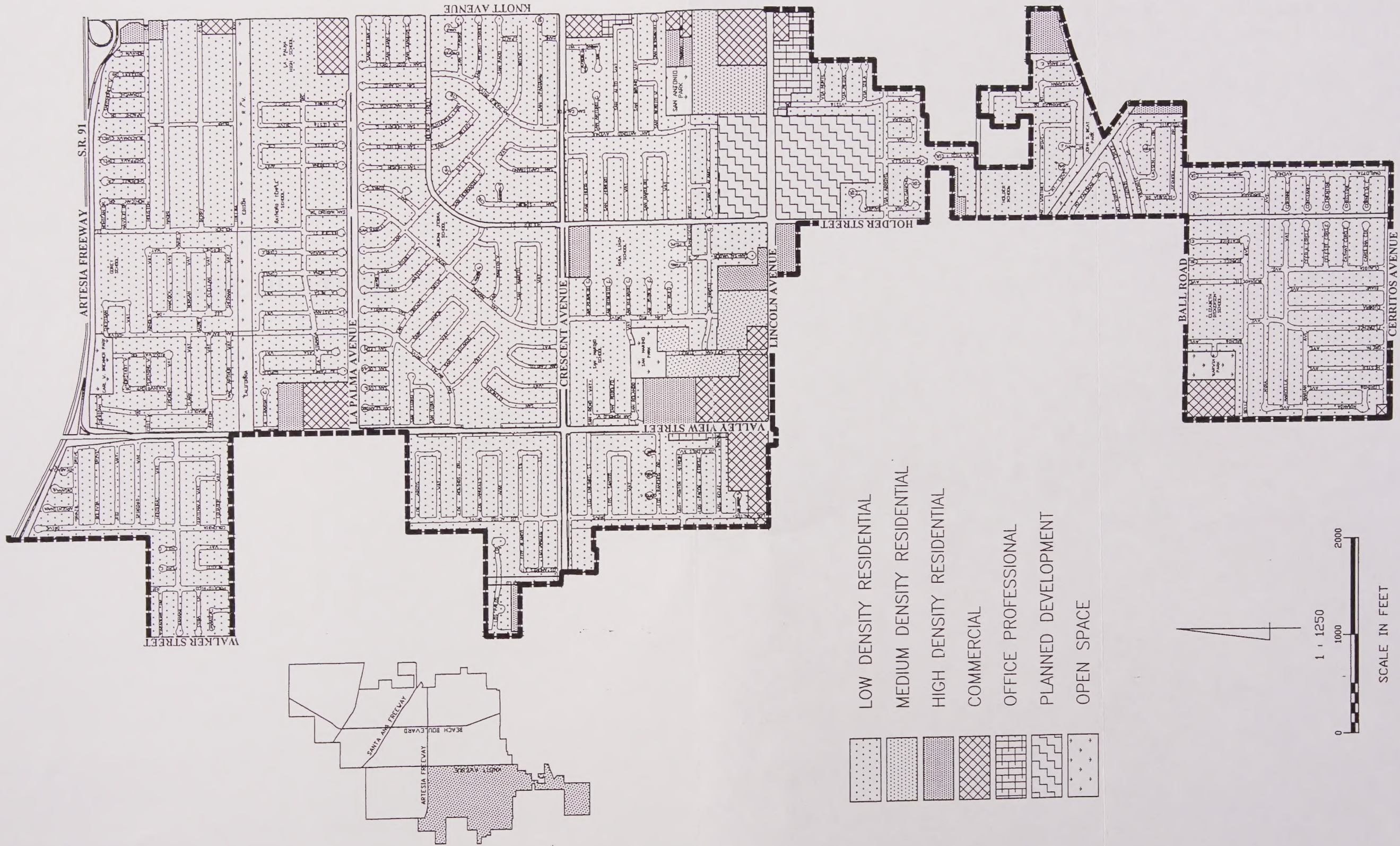


EXHIBIT 2-11
LAND USE PLAN
SOUTHWEST PLANNING AREA

CIRCULATION

INTRODUCTION TO THE CIRCULATION ELEMENT

The Circulation Element of the Buena Park General Plan focuses on key transportation-related issues that will need to be considered over the life of this General Plan's implementation.

The land use and development patterns within Buena Park generally reflect the location, nature, and extent of transportation facilities. For example, the Land Use Element acknowledges the contribution the railroad had on the City's early development. The construction of freeways throughout the region, including the two freeways that traverse the City, had an even more dramatic and direct impact on the City's land use patterns. Most recently, the Orange County Transportation Authority's (OCTA's) Smart Street designation that has been assigned to a number of major arterial roadways, will present new challenges that will need to be considered in future planning.

A key objective of the Circulation Element is to promote the development and maintenance of a safe, efficient and serviceable transportation system to facilitate the movement of people and goods within and through the City. The circulation system enables City residents, those working in the City, and visitors to travel within Buena Park and to access the regional transportation network. The Circulation Element is a mandatory element that local governments are required to incorporate into the General Plan.

The City of Buena Park Circulation Element is organized into the following three sections:

- **Overview of Existing Transportation and Circulation System.** Existing conditions relative to circulation and transportation are summarized in this section. A more detailed discussion of existing conditions related to transportation and circulation is included in the *Master Environmental Assessment* prepared as part of this General Plan.

- **Circulation Element Goals and Policies.** Individual goals related to transportation issues and circulation-related infrastructure, along with supporting policies, are listed in this section.

- **Circulation Plan.** This section establishes the hierarchy of freeways, highways, and streets within the City and indicates which roadways fall within each category of the hierarchy. Forecast levels of service on

City streets and transportation programs are also discussed.



OVERVIEW OF EXISTING TRANSPORTATION AND CIRCULATION SYSTEM

Buena Park's geographic location and the proximity of a number of major regional transportation facilities have had a direct impact on land uses and economic development in the City. The freeways for example, contributed to the success of Knott's Berry Farm and the other tourist related activities along Beach Boulevard. The Land Use Element further acknowledges the importance of these major transportation facilities in identifying a number of key target areas for future redevelopment.

The City's early development occurred in the area north of the AT&SF railroad. "Grand Avenue" (later renamed Beach Boulevard) was the major link to Stanton located some five miles to the south which was separated from Buena Park by orchards and farms. Early Buena Park is clearly delineated by the grid pattern of streets in what is now the CBD planning area.

The dominance of the automobile was reflected in patterns of development that occurred in the City following the Second World War. The City saw the development of the Artesia Freeway (State Route 91), and the Santa Ana Freeway (Interstate 5). The lack of north/south trending freeways in northwest Orange County increased the importance (and congestion) of a number of arterial roadways such as Beach Boulevard and Valley View Street.

During this period, there was a proliferation of highway commercial centers designed to accommodate the automobile, while at the same time, the first subdivisions

designed to “protect” the neighborhoods from excessive through-traffic were developed. These neighborhoods employed cul-de-sacs, dead end streets, and curvilinear streets to eliminate or at least discourage through traffic.

Railroads continue to play an important role in the region’s transportation network. The AT&SF railroad operates two freight lines in the City. One line is located parallel to the Santa Ana Freeway and transports materials to local industry. There are a total of two round trip trains per day within Buena Park along this track.

The second rail line is located on the old Pacific Electric Railway track bed in the extreme southwest portion of Buena Park. Referred to as the West Santa Ana Branch, the track is operational, but the train traffic is light, operating three round trip trains per week.

There is no Amtrak railway stop in Buena Park; the closest station is in Fullerton at Harbor Boulevard although a commuter station in Buena Park is proposed. The Orange County Transportation Authority (OCTA) is planning to provide *Metrolink* commuter rail service between Oceanside and Los Angeles along the AT&SF rail line. OCTA and the City of Buena Park are continuing to study the feasibility of constructing a new commuter rail station at Dale Street and the AT&SF rail line in Buena Park.

The Orange County Transit District (OCTD), and agency affiliated with OCTA, provides local and regional bus transportation services throughout the County of Orange. Within the City of Buena Park, the OCTD operates several bus lines serving major attractions and arterial roadways.

A park-and-ride facility is adjacent to the eastern City limits in Fullerton at the confluence of the Santa Ana and Artesia Freeways. At this location, several other lines converge to provide access to the greater Orange County region. Metropolitan Transit Authority (MTA) also serves the Orange County area, including portions of Buena Park.

There are two existing bike paths in the City of Buena Park. The first follows the Brea Flood Control Channel south of Malvern Avenue, between Dale Street to the eastern City limits, then joins the Fullerton Bikeway System. The second traverses Western Avenue from the City’s southern boundary to Franklin Street then proceeds east on Franklin to its intersection with Beach Boulevard.



CIRCULATION ELEMENT GOALS AND POLICIES

Traffic and transportation issues have been a paramount concern to the community and is reflected in the attention that was devoted to these issues in the *Vision 2010 Plan*. The *Traffic and Public Transportation Task Force* prepared the following mission statement:

"To develop an agenda for strategic planning regarding motor traffic and public transportation to improve capacity and safety for the levels anticipated in the year 2010."

The Task Force made a number of recommendations that were considered in the development of the policy framework for the Circulation Element. The key points that are an outgrowth of this community-based planning effort include the following:

- Congestion management and reduction needs to focus on traffic signalization and intersection controls.
- New approaches need to be considered in the enforcement of speed limits in the City.
- While the City is fully developed, there may be a need for additional street improvements to fully complete the system of roadways in the City.
- New and innovative approaches need to be explored and implemented that will be effective in reducing dependence on the private automobile.
- Opportunities for expanded public transit, including rail transit, need to be explored.

There are eight issue areas that are the focus of the Circulation Element goals and policies. These issue areas include the following: freeways/regional

transportation; signalization; local access; level of service; mass transit; transportation demand management; pedestrian circulation; and bicycle circulation. Within each topical area, there is a goal which is followed by a series of supporting policies.

Freeways/Regional Transportation. The following goal and supporting policy acknowledges the importance of a circulation system that provides safe and efficient transport. The Circulation Plan, included in this Element, identifies the backbone circulation system that is envisioned over the life of this Plan.

Goal 1 - Encourage the continued development of a safe, efficient, and comprehensive system of circulation for public and private vehicles.

Policy 1.1 - The City of Buena Park encourages the development of increasingly safe and efficient freeway service to the City, and discourages the use of local City streets for non-local and regional through traffic except in emergency situations.

Signalization. The *Vision 2010* task force subcommittee concerned with traffic and circulation identified improved signalization and intersection controls as a critical factor that should be considered in future strategies designed to improve traffic flow. The following goal and supporting policies reinforce this realization that traffic signalization and intersection controls may continue to be the most cost effective solution to improving traffic flow in the City.

Goal 2 - Seek to provide a system of signalization in the City which will augment and assist the circulation network to operate more effectively and efficiently.

Policy 2.1 - Ensure that a Citywide signalization program effectively meets the City's transportation and circulation network needs.

Local Access. Every parcel in the City is served by a public road or by a private road and indirectly by public roads. The Circulation Plan will indicate standards for these roadways as well as indicating ways to allow the roadway system to operate more efficiently (for example, by reducing the number of curb cuts along a major street). The following goal and supporting policies underscore the City's commitment to continually review, and if required, upgrade Buena Park's transportation system.

Goal 3 - Continue the development of an appropriate circulation network to efficiently serve the development envisioned by the Land Use Plan.

Policy 3.1 - Maintain a logical local circulation system based on a hierarchy of streets which serve the needs of the City.

Policy 3.2 - Encourage the improvement of the local circulation system through the use of appropriate traffic control and design techniques which effectively increase the efficiency and safety of traffic movement within the City.

Policy 3.3 - Encourage the safe and efficient movement of traffic within and through the City.

Policy 3.4 - Analyze the impact of future land use change and development on the local circulation system.

Policy 3.5 - Continue to encourage and pursue grade separations between surface streets and railroads.

Policy 3.6 - Investigate and pursue, if feasible, the enhanced use of secondary north-south traffic corridors through improvements to Dale Street and the extension of Stanton Avenue.

Policy 3.7 - Encourage cul-de-sac roadway configurations or other reconfiguration of public streets where possible and appropriate in order to provide opportunities for consolidation or integration of smaller commercial and industrial parcels which will support larger, more viable developments.

Level of Service. The circulation Plan indicates level of service standards that define what is acceptable in terms of traffic flow. Level of service standards are defined by a number of variables including traffic volumes, number of intersections, signalization, and number of travel lanes. The purpose of the following goal and supporting policies is to use level of service standards both as a benchmark in the planning of new facilities and as a means to identify problem areas in the Citywide circulation system.

Goal 4 - Seek to maintain appropriate levels of service on City Circulation Element roads in order to provide a safe and efficient flow of traffic.

Policy 4.1 - Relieve traffic congestion and improve the efficiency of the City's transportation and circulation network.

Mass Transit. Development and land use patterns throughout Southern California generally reflect our dependence on the automobile. Most of Buena Park's development occurred during the 1950's and 1960's, a period in which the automobile's dominance was well established. The automobile's dominance has led to increased congestion along with the associated traffic noise, air pollution, and an overall decline in our standard of living due to the costs (in both time and money).

Mass transit that is affordable and efficient is now being given serious consideration to reverse some of the adverse trends resulting from the region's over dependence on the automobile. The following goal and supporting policy emphasize the City's desire to be well served by public mass transit by the turn of the century.

Goal 5 - Encourage the continued development of a safe, efficient, and comprehensive system of public and private mass transit (such as bus, train, vanpool, carpool) at the City and regional level.

Policy 5.1 - The City encourages the use of mass transit to reduce travel expense, energy use and environmental impacts.

Transportation Demand Management. As indicated in the introduction to the previous goal, the convenience afforded by the private automobile has not been without costs. Nevertheless, the automobile will remain the dominant form of transportation for the foreseeable future. The following goal and supporting policy underscore efforts to reduce traffic congestion using strategies other than the construction or expansion of roadways.

Goal 6 - Seek to utilize Transportation Demand Management techniques and measures in order to improve the operations or capacity of the City's circulation system.

Policy 6.1 - Adopt Transportation Demand Management (TDM) measures which improve operations or capacity of the circulation system.

Pedestrian Circulation. While Buena Park has matured during the automobile age, an increasing number of persons choose to leave their cars at home and walk to work or to shopping areas. The following goal and supporting policies call for future development policy to consider the needs of local residents and visitors to the City that choose to walk instead of drive.

Goal 7 - Strive to provide and maintain a system of pedestrian circulation within the City which is safe, efficient, and in compliance with state and federal laws and regulations.

Policy 7.1 - Encourage the maintenance and improvement of pedestrian-oriented facilities, where appropriate, to ensure the safety and use of pedestrian movement throughout the City.

Policy 7.2 - The City recognizes the special needs of physically disabled persons and encourages all buildings, structures, public areas and related facilities which are used by the general public to be accessible and useable by the physically disabled.

Bicycle Circulation. Orange County has developed a Master Plan of bicycle trails and routes that benefit those individuals riding bicycles for recreation or transportation. The Circulation Element acknowledges the need to continue to serve the bicycle enthusiasts in the community.

Goal 8 - Encourage, where appropriate, the use of bicycles as an alternative to the use of automobiles within the City.

Policy 8.1 - Encourage the maintenance and improvement of bicycle-oriented facilities, where appropriate, to ensure the safety and use of bicycle movement throughout the City.



CIRCULATION PLAN

Roadway Classifications and Standards

Roadways in Buena Park are assigned one of seven functional classifications indicating the general characteristics of the particular roadway and how the roadway will be used.

Associated with each roadway classification is a set of roadway standards. These standards indicate the *ideal* right-of-way requirements, number and width of travel lanes, the median widths, and parkway requirements. The functional roadway classifications that apply to roads in the City of Buena Park are as follows:

- **Freeway** includes the two freeways serving the City of Buena Park: the Santa Ana Freeway and the Artesia Freeway.
- **Principal Arterial Highway** typically is an eight-lane divided roadway.
- **Major Arterial Highway** is typically a six-lane divided highway.
- **Primary Arterial Highway** is characterized by a four-lane divided roadway.
- **Secondary Arterial** typically is a four-lane undivided roadway with no median.
- **Commuter Arterial** is generally a two-lane undivided, unrestricted access roadway.
- **Local Streets** are typically two-lane roadways that provide access to individual properties.

Exhibit 3-1 shows the City's circulation network and Exhibit 3-2 shows typical roadway cross sections.

Freeways

As indicated previously, the City is well served by the regional freeway system. These freeways include the Santa Ana Freeway and the Artesia Freeway.

- **Santa Ana Freeway (Interstate 5).** The Santa Ana Freeway (I-5) is currently constructed as a six-lane freeway within the City. In the vicinity of Buena Park, Caltrans is considering the need to widen the Santa Ana Freeway to an eight to ten-lane freeway. The section of I-5 between I-605 and the Artesia Freeway is currently being studied by Caltrans and adjacent jurisdictions to determine future geometrics for the freeway. In addition, Caltrans is planning to improve the Artesia/Santa Ana Freeway interchange and to provide direct *high occupancy vehicle* connector ramps.
- **Artesia Freeway (State Route 91):** The Artesia Freeway (SR-91) is one of the major regional transportation facilities within the City of Buena Park,

and is currently constructed as an eight-lane freeway. Development proposals for the section of Artesia Freeway between I-605 and SR-55 call for one high occupancy vehicle lane to be provided in each direction.

Principal Arterial Highways

Because of the lack of north/south trending freeways in the northern portion of Orange County, the north and south major highway arterials have become increasingly important *regional* facilities.

A principal arterial is an eight-lane divided roadway, with a typical right-of-way width of 144 feet and a roadway width of 114 feet, curb to curb, including a 14 foot median. A principal arterial is designed to accommodate approximately 45,000 to 60,000 vehicle trips per day at Level of Service 'C.'

The standard maximum feasible intersection for a principal arterial should consist of four through lanes, two left-turn lanes, a free right-turn lane, or an optional right-turn lane. Alternative geometrics, such as a grade separation or other special treatment, may be considered if they are cost effective and operationally feasible. In review and approval of subdivisions, the objective is to reserve adequate right-of-way to permit future implementation of the maximum feasible intersection as warranted.

- **Beach Boulevard (State Route 39):** Beach Boulevard is State Highway 39 and is classified as a Principal Arterial Highway from the southern City limits to SR-91 and as a Major Arterial Highway from SR-91 to the northern City limits. The roadway is part of the Smart Street network of the County of Orange Master Plan of Arterial Highways. Beach Boulevard is a north-south roadway extending from Whittier Boulevard in the City of La Habra to Pacific Coast Highway in the City of Huntington Beach. Within the City of Buena Park, Beach Boulevard is primarily constructed as a six-lane divided roadway, with the exception of the section between the Santa Ana Freeway and Stage Road. The segment of Beach Boulevard north of Malvern Avenue is constructed as a four-lane divided roadway. Beach Boulevard provides access to both the Artesia and Santa Ana Freeways.
- **Valley View Street:** Valley View Street, a north-south facility through the western part of Buena Park, is classified as a Principal Arterial Highway from the southern City limits to SR-91 and as a Major Arterial Highway from SR-91 to the northern City limits. It is

part of the Smart Street network of the County of Orange Master Plan of Arterial Highways. Valley View Street extends from Imperial Highway south to the Garden Grove Freeway. Within the City, Valley View is constructed as a four-lane divided roadway, with the exception of the section between Artesia Boulevard and the Artesia Freeway. The section south of Crescent Avenue is constructed as a six-lane divided roadway.

Major Arterial Highway

A **Major Arterial Highway** is a collector roadway with limited access and coordinated signalization. The primary purpose of a major arterial is to carry vehicles to or from the freeways, principal arterials, and primary arterials. A major arterial is a six-lane divided roadway, with a typical right-of-way width of 120 feet. The roadway width from curb to curb is 100 feet, including a 14 foot median. A major arterial is designed to accommodate approximately 30,000 to 45,000 vehicle trips per day at Level of Service 'C'.

The standard maximum feasible intersection for a major arterial should consist of three through lanes, two left-turn lanes, and a right-turn lane. Alternative geometrics, such as a grade separation or other special treatment, may be considered if they are cost effective and operationally feasible. In review and approval of subdivisions, the objective is to reserve adequate right-of-way to permit future implementation of the maximum feasible intersection, as warranted.

■ **Orangethorpe Avenue:** Orangethorpe Avenue is an east-west trending roadway that serves the central portion of the City. Orangethorpe Avenue is classified as a Major Arterial Highway and is part of the Smart Street network of the County of Orange Master Plan of Arterial Highways. Within the City of Buena Park, Orangethorpe Avenue is construction as a six-lane divided roadway between the Artesia Freeway and Stanton Avenue, and as a four-lane divided roadway between Stanton Avenue and Magnolia Avenue.

■ **Lincoln Avenue:** Lincoln Avenue is an east-west trending roadway that serves the southern portion of the City. Within the City of Buena Park, Lincoln Avenue is constructed as a four-lane divided roadway.

Primary Arterial

A *Primary Arterial* is a high speed facility with limited and restricted access and coordinated signalization. The primary purpose of this type of arterial is to carry

intermediate range trips to or between major residential and non-residential land uses, as well as to the regional circulation system.

A primary arterial is a four-lane divided roadway, with a typical right-of-way width of 100 feet and a roadway width from curb to curb, including a 14 foot median, of 84 feet. A primary arterial is designed to accommodate approximately 20,000 to 30,000 vehicle trips per day at Level of Service 'C'. A primary arterial's function is similar to that of a major arterial. The principal difference is capacity. The major difference is capacity.

The standard maximum feasible intersection for a primary arterial should consist of two through lanes, two left-turn lanes, and a right-turn lane. Alternative geometrics, such as a grade separation or other special treatment, may be considered if they are cost effective and operationally feasible. In review and approval of subdivisions, the objective is to reserve adequate right-of-way to permit future implementation of the maximum feasible intersection as warranted.

■ **Knott Avenue:** Knott Avenue is a primary north-south roadway located in the western part of Buena Park, extending from the Santa Ana Freeway to the Garden Grove Freeway. Knott Avenue is constructed as a four-lane divided roadway with raised medians.

■ **Artesia Boulevard (between Valley View Street and Manchester Boulevard):** Artesia Boulevard extends through the City from Valley View Street on the west to just beyond Dale Street on the east. That portion between Valley View and Manchester Boulevard is classified as a four-lane divided primary arterial. The remainder of Artesia Boulevard is classified as a secondary arterial.

■ **Malvern Avenue:** Malvern Avenue extends through the northern portion of the City of Buena Park. To the northwest, Malvern Avenue becomes La Mirada Boulevard and provides access to the City of La Mirada. To the east, Malvern Avenue provides access to the City of Fullerton. In the City of Buena Park, Malvern Avenue is constructed as a four-lane divided roadway.

■ **Commonwealth Avenue:** Commonwealth Avenue extends from Manchester Boulevard in Buena Park to the City of Fullerton. Commonwealth Avenue is constructed as a four-lane divided roadway with a two-way left turn lane.

■ **La Palma Avenue:** La Palma Avenue is an east-west trending roadway located in the central portion of the City. Within the City of Buena Park, La Palma

Avenue is constructed as a four-lane divided roadway, with the exception of the section between Western Avenue and Beach Boulevard, which is constructed as a six-lane divided roadway.

■ **Ball Road:** Ball Road is an east-west facility extending from Los Angeles County on the west, through the southern portion of the City of Buena Park, and through the Cities of Anaheim and Orange on the east. Within the City of Buena Park, Ball Road is constructed as a four-lane roadway with a two-way left turn lane.

Secondary Arterial

The main function of a *Secondary Arterial* is similar to that of a *Primary Arterial*, but usually serves to collect and distribute traffic within the hierarchy of roads and to carry short trips between adjacent residential neighborhoods.

A secondary arterial highway is a four-lane undivided (no median) roadway, with a typical right-of-way width of 80 feet and a roadway width from curb to curb of 64 feet. A secondary arterial is designed to accommodate approximately 10,000 to 20,000 vehicle trips per day at Level of Service 'C'. A secondary arterial serves as a collector, distributing traffic between local streets and eight-lane major, six-lane major and through routes. Most provide more direct access to surrounding land uses than major or primary arterials.

The standard maximum feasible intersection for a secondary arterial should consist of two through lanes, one left-turn lane, and a right-turn lane. Alternative geometrics, such as grade separation or other special treatment, may be considered if they are cost effective and operationally feasible. In review and approval of subdivisions, the objective is to reserve adequate right-of-way to permit future implementation of the maximum feasible intersection as warranted.

■ **Holder Street:** Holder Street is a north-south facility extending from Knott Avenue in the City of Buena Park to SR-22 in the City of Garden Grove. South of SR-22, Holder Street continues as Springdale Street through the Cities of Westminster and Huntington Beach. Holder Street is constructed as a two-lane roadway, with the exception of the section between Lincoln Avenue and Orange Avenue, which is constructed as a four-lane undivided roadway.

■ **Western Avenue:** Western Avenue, a north-south facility through the City of Buena Park, extends from the residential neighborhoods north of the Santa Ana Freeway, to Garden Grove Boulevard in the City of Garden Grove. North of Artesia Boulevard, Western Avenue is constructed as a two-lane residential roadway. South of Artesia Boulevard, Western Avenue is primarily constructed as a four-lane undivided roadway with left turn lanes at key intersections.

■ **Stanton Avenue:** Stanton Avenue, a north-south facility through the City of Buena Park, extends from the residential area north of Artesia Boulevard to a confluence with Beach Boulevard just north of Lincoln Avenue. North of Artesia Boulevard, Stanton Avenue is primarily constructed as a four-lane undivided roadway with left turn lanes at key intersections. Between La Palma Avenue and Beach Boulevard, Stanton Avenue is constructed as a four-lane divided roadway with raised medians and two-way left turn lanes.

■ **Dale Street:** Dale Street is a north-south facility through the eastern portion of the City of Buena Park. Dale Street is discontinuous, with one section extending from Malvern Avenue to Manchester Boulevard. The remaining portion of Dale Street extends south from the Artesia Freeway to Garden Grove Boulevard in the City of Garden Grove. The section of Dale Street north of I-5 is constructed as a two-lane roadway, with the exception of the section between Artesia Boulevard and Commonwealth Avenue, which is constructed as a four-lane roadway with a two-way left turn lane. The section of Dale Street between SR-91 and La Palma Avenue is constructed as a two-lane roadway, while the section south of La Palma Avenue is constructed as a four-lane undivided roadway.

■ **Stage Road:** Stage Road is an east-west facility extending from Rosecrans Avenue in the City of Santa Fe Springs, to Beach Boulevard in Buena Park. The road is a four-lane undivided roadway, with the exception of the section between McComber Road and Beach Boulevard, which has a two-way left turn lane.

■ **Artesia Boulevard (between Manchester Boulevard and the Buena Park/Fullerton City boundaries):** Artesia Boulevard is a major east-west facility through the northern portion of the City of Buena Park, extending from Los Angeles County on the west to the City of Fullerton on the east. That portion of Artesia Boulevard between Manchester Boulevard and the easterly City boundary is a four-lane undivided road.

■ **Whitaker Street:** In the City of Buena Park, Whitaker Street extends from immediately west of Stanton Avenue to Dale Street. East of Dale Street, the roadway continues as Valencia Drive in the City of Fullerton.

■ **Crescent Avenue:** Crescent Avenue is an east-west facility extending from Los Angeles County on the west, through the central portion of the City of Buena Park, and into the City of Anaheim on the east. Within the City of Buena Park, Crescent Avenue is constructed as a four-lane roadway with a two-way left turn lane.

■ **Orange Avenue:** Orange Avenue is an east-west facility extending from the City of Cypress on the west, through the southern part of the City of Buena Park, to the City of Anaheim on the east. The road is constructed as a four-lane roadway with a two-way left turn lane.

■ **Cerritos Avenue:** Cerritos Avenue is an east-west facility through the southern portion of the City of Buena Park. To the west, Cerritos Avenue becomes Spring Street and provides access to the City of Long Beach. To the east Cerritos Avenue extends to West Street in the City of Anaheim.

Commuter Arterial/Local Streets

A *Local Street* is a two-lane arterial which is a low speed, low volume facility. Local streets perform a variety of functions, although they primarily provide direct access to abutting land uses and collect and distribute traffic to/from secondary arterials. The City of Buena Park has designated three types of local streets, based on the surrounding land uses and resulting roadway functions. These types of local streets include industrial/commercial streets, residential/commercial streets, and residential streets.

Local streets have a design capacity of 2,500 to 5,000 vehicles per day, and a LOS E threshold capacity of 4,000 vehicles per day. In addition, an "environmental threshold" (i.e., that level of traffic along a residential street which should not be exceeded) of 2,500 vehicles per day has been established for local streets which have residential driveways accessing both sides of the street.

A commuter arterial highway is a two-lane undivided, unrestricted access roadway, with a typical right-of-way width of 56 feet and a roadway width from curb to curb of 40 feet. A commuter arterial is designated to accommodate up to approximately 10,000 vehicle trips per day at level of service 'C'. By strict definition, a

commuter arterial is not an arterial highway. It functions primarily as a collector facility. It differs from a local street in its ability to handle greater through traffic movements between two arterials. An example is Caballero Boulevard in the Industrial area which connects both Knott Avenue and Artesia Boulevard.

Circulation System - Truck Routes

The Circulation Element acknowledges the importance of industry and commerce to the City through the truck route designation. In accordance with the Vehicle Code, heavy trucks (over three tons or with more than two axles) are prohibited from using local streets serving residential neighborhoods. This prohibition does not apply if the trucks are making deliveries to individual residences or businesses. City or public vehicles (garbage trucks, maintenance vehicles, emergency vehicles) are also exempted from this requirement.

While truck traffic is restricted on local streets or on other weight-restricted streets, large trucks may generally use roadways that are designated as Principal Arterial Highways, Major Arterial Highways, or Primary Arterial Highways in the Circulation Plan. However, a number of these streets have been specifically designated as truck routes to ease traffic congestion on other streets that do not specifically serve industrial districts.

Circulation System - Bicycle Routes

The Circulation Element promotes bicycle usage consistent with that proposed under the county of Orange Master Trails Plan. Bike trail standards have been developed to indicate the level of improvements envisioned for specific types of trails:

■ **Bike Path/Trail.** This facility is a Class I bikeway located off-road and paved. A bike trail is designed for the exclusive use of bicyclists and is segregated from other types of traffic.

■ **Bike Lane.** This facility is a Class II bikeway which refers to shared bike lanes on conventional streets. A bike lane is typically indicated by striping painted on the pavement.

■ **Bike Route.** This facility is a Class III bikeway that does not include any dedicated lane and trail. A bike route is defined by signage along conventional streets. The designated bike paths follow Fullerton Creek, Coyote Creek, and the utilities easements. The bike

lanes are proposed, according to the County of Orange Master Trails Plan, for Malvern Avenue, Artesia Boulevard, La Palma Avenue, Crescent Avenue, Lincoln Avenue, Ball Road, Valley View Street, Knott Avenue, and other areas within the Entertainment Corridor.

Transit Facilities

The Circulation Element supports the development of specialized transit facilities to serve both residents and visitors to the City. The potential improvements envisioned as part of this Circulation Element includes the following:

- ***Commuter Rail Station.*** The City will investigate the feasibility of the development of a commuter rail station in the North City planning area adjacent to the AT&SF rail line in Buena Park. This station would be used by patrons of the *Metrolink* system which is now operational.
- ***Transit Centers.*** The land use plan calls for the intensification of development in a number of key areas of the City. Transit centers consisting of a variety of transit facilities, such as bus turnouts and loading areas for local and regional buses, a train station, weatherproof shelters, information center, emergency phones, and park and ride facilities, will be explored as part of future development in the City. Candidate locations include the Buena Park Mall/Knott's Berry Farm.
- ***Buena Park People Mover.*** Knott's Berry Farm is currently the fifth largest amusement park in the nation in terms of patronage. In addition, the intensification of entertainment uses along the Beach Boulevard Entertainment Corridor makes this area a major regional destination. The Plan recognizes the opportunity for a trolley or people mover that would connect Knott's Berry Farm with other tourist facilities and accommodations within the Entertainment Corridor with a possible extension to the Buena Park Mall.

The development of the near term and mid term facilities are likely to occur during the Circulation Element's implementation. OCTA and the City of Buena Park are continuing to study the feasibility of constructing a new commuter rail station along the AT&SF rail line in Buena Park. The station is contingent upon the construction of a grade separation at Dale Street and the AT&SF rail line in Buena Park. The grade separation is planned as a joint project between the City and AT&SF.

The development of a trolley or people mover to serve the Entertainment Corridor is likely to take much longer to implement and would require further feasibility and environmental review. The complexity of the system would be dependent on the type of equipment used. For example, an alignment within the existing right-of-way using electrified buses would be easier to implement and less costly than the more exotic system types. The cost of implementation will also be dependent on the right-of-way requirements and in coordination with Caltrans.

Exhibit 3-3 shows alternative modes of transportation in the City.

Overview of the Land Use Policies that will affect Circulation

The Land Use Element and supporting land use policy for the City of Buena Park seeks to accomplish the following:

- The Element promotes the conservation and maintenance of established residential neighborhoods which will continue to be the predominant land use under this General Plan.
- The existing commercial and manufacturing districts are to be preserved and maintained.
- The Element establishes a *Planned Development* designation that encourages high quality residential development in three key areas of the City including: the Big T site, the Malvern/Dale area, and the Lincoln Avenue/Holder Street area.
- The Element promotes the revitalization and redevelopment of the *Central Business District Overlay* through the adoption and implementation of a specific plan expanding the depth of commercial properties along Beach Boulevard.
- The Element provides for the continued development and expansion of auto dealerships as part of the development of the *Auto Dealership Specific Plan Overlay*.
- The element provides for a new *Regional Commercial* designation which has been assigned to the Buena Park Mall to promote continued development in the area.

The Land Use Element provides for the continued implementation of the *Beach Boulevard Entertainment*

Corridor Specific Plan and for expansion of the Specific Plan area to incorporate the Sequoia Athletic Club.

Future Traffic and Levels of Service

A general indication of traffic conditions is provided through examination of daily traffic volumes for key roadways in the City.

While daily volumes provide a general indication of a roadway's operations, the most significant operational constraint concerns the ability of intersections to efficiently accommodate traffic flow. In some cases, daily volumes may indicate that a roadway section is operating within acceptable levels of service. Closer examination, however, may reveal problems with congestion and unacceptable operations during peak commute periods because of substandard service levels at key intersections. Therefore, in addition to examining daily roadway volumes for the morning (AM) and evening (PM) peak hour periods, turning volumes for critical intersections are examined.

To access the operational characteristics of intersections, the number of cars passing through or turning at key intersections is examined to determine the volume to capacity ratio (V/C) for each turn movement. Through the Intersection Capacity Utilization (ICU) analysis methodology, conflicting turn volumes and their V/C ratios are examined to determine the overall capacity utilization of the intersection in the form of a V/C ratio, termed the ICU. In essence, an ICU is the percentage of an intersection's capacity which is needed to adequately accommodate all vehicles traveling through the intersection.

In addition to V/C ratios, the ICU methodology provides a general indication of the operations of an intersection, termed the LOS, based on the peak hour V/C ratio. The LOS of an intersection is designated by the letters "A" through "F," with LOS A representing optimal intersection operation and LOS F representing an over-capacity situation.

The 1991 Growth Management Element requires a minimum level of service "D" for Buena Park. The Orange County Congestion Management Program (CMP) criteria allows LOS "E."

Tables' 3-1 and 3-2 summarize the existing AM and PM peak hour V/C ratios and levels of service for the intersections examined. The level of service descriptions are contained in the tables. Exhibit 3-4 shows existing

traffic volumes. As Table 3-2 indicates, two intersections are currently operating at unacceptable levels (LOS F). The intersection of Valley View Street/La Palma Avenue is currently operating with a PM peak hour ICU of 1.01, and the intersection of Beach Boulevard/Artesia Boulevard is currently operating with an AM peak hour ICU of 1.03. In addition, several intersections are currently at unacceptable conditions with LOS E operations during the AM or PM peak hours; there are a few intersections which are at LOS D approaching unacceptable conditions.

Traffic Modeling

It is important to note that daily level of service criteria are merely general guidelines as to roadway operations. While the daily volumes and level of service criteria used in this analysis indicate that roadway widening would be required to improve levels of service to acceptable conditions, the true measure of a roadway's operations are peak hour levels of service at intersections along the roadway. If intersection operations are within acceptable levels of service, it is likely that the roadway will also operate within acceptable levels of service. Therefore, a detailed analysis of key intersections in the City was performed.

For traffic modeling purposes, the City has been divided into 96 traffic analysis zones (TAZ). In 1992, a detailed survey was conducted identifying land uses in each TAZ with corresponding acreage and building square footage. For planning purposes, square footage estimates by commercial and industrial uses were determined through application of floor area ratio factors to land use acreage.

The traffic model utilizes land uses by TAZ to calculate trips. These TAZs are *catchment* areas, which are generally defined by major roadways, jurisdictional boundaries or physical barriers. The parent OCTAM II model contains TAZs for the focused study area. However, because these TAZs have been defined on a regional basis, additional refinement was needed to specifically address the City of Buena Park's conditions. Therefore, the 24 OCTAM zones containing the City of Buena Park were desegregated into 96 zones to provide greater detail within the City limits.

The traffic model utilizes the various land use categories distributed throughout the City to generate traffic volumes. For the Buena Park traffic model, a total of 43 different land use categories have been defined as the principal categories in the City. The level of detail

afforded by 43 categories allows greater sensitivity and accuracy for the traffic model than would otherwise be possible with fewer land uses categories.

The traffic model reasonably replicates existing traffic volumes and travel patterns. Assuming travel patterns and trip characteristics remain similar in the future, modifications in the roadway system and/or the land use or socioeconomic base are readily adjusted allowing subsequent evaluation to determine future traffic conditions. Variables used in the traffic model include trip generation, trip distribution, and trip assignment.

Trip generation is the estimation of the number of trips which will be produced by and attracted to each TAZ in the study area, based on the land use or socioeconomic characteristics of each zone.

Trip distribution refers to the determination of the origin zone and destination zone for each trip, based on the types of trips (home to work, home to a destination other than work, etc.) produced by and attracted to each zone.

Trip distribution is based on the principles of gravity, in which trips from each zone are distributed to all other zones, based on the relative number of trips produced or attracted, as well as some considerations for the effects of distance on travel patterns (hence the general term "gravity model").

Trip assignment refers to the "loading" of trips onto the highway network (schematic representation of the roadway system within the study area). The loading procedure is generally based on minimum travel time between origin and destination zones, and therefore assign's trips between any pair of zones along the path which will provide the minimum travel time. Throughout the loading procedure, travel times are adjusted to account for capacity constraints (i.e., increased travel time due to potential congestion).

Table 3-1 summarizes the existing volumes (1991 ground counts) and levels of service, and the forecast buildout volumes and levels of service Exhibit 3-5 shows future traffic volumes. The levels of service were determined using the criteria established in the Orange County *Highway Design Manual*. Existing levels of service are based on current roadway geometrics, while General Plan building levels of service are based on General Plan roadway geometrics.

As Table 3-1 indicates, most roadways in the City are projected to operate at acceptable levels of service (LOS D) or better, with the exception of the following:

- **La Palma Avenue** - The section of La Palma Avenue between Stanton Avenue and Dale Street is projected to operate at LOS E as a four-lane roadway.

- **Knott Avenue** - Knott Avenue between Orangethorpe Avenue and La Palma Avenue is projected to operate at LOS F as a four-lane divided roadway.

- **Beach Boulevard** - Beach Boulevard between the northerly City limits and SR-91 is projected to operate at LOS F as a six-lane roadway.

Similar to the development of daily arterial volumes, forecast AM and PM peak hour intersection volumes for key intersections in the City were developed through examination of 1990 and General Plan buildout turn volumes for the analyzed intersections.

The modeled intersection volumes were examined to determine appropriate growth characteristics which were then applied to actual peak hour intersection turn counts. The resulting AM and PM peak hour turn volumes were then analyzed using the Intersection Capacity Utilization (ICU) level of service methodology. For purposes of analyzing future intersection levels of service, intersection geometrics were modified as appropriate to reflect likely configurations with implementation of General Plan roadway geometrics (for example, if a roadway currently has two lanes in each direction and will ultimately be widened to three lanes in each direction, the intersection geometrics along that roadway would be modified to provide three through lanes on the intersection approaches).

Table 3-2 summarizes the AM and PM peak hour intersection levels of service for existing and forecast General Plan buildout conditions. As this summary indicated, nine intersections are projected to operate at unacceptable levels of service (LOS E or F) under General Plan buildout conditions:

- **Valley View Street/La Palma Avenue** - This intersection is expected to operate with a PM peak hour ICU of 1.05 (LOS F). Improvement to acceptable levels of service would require the addition of a second southbound left-turn lane and a second eastbound left-turn lane. These improvements would result in a PM peak hour ICU of 0.89 (LOS D).

- **Valley View Street/Lincoln Avenue** - This intersection is expected to operate with a PM peak hour ICU of 1.02 (LOS F). Improvement to acceptable levels of service would require the addition of a second

northbound left-turn lane. This improvement would result in a PM peak hour ICU of 0.88 (LOS C).

- **Holder Street/Lincoln Avenue** - This intersection is expected to operate with a PM peak hour ICU of 1.00 (LOS E). Improvement to acceptable levels of service would require the addition of a second northbound left-turn lane. This improvement would result in a PM peak hour ICU of 0.88 (LOS C).

- **Knott Avenue/Lincoln Avenue** - This intersection is expected to operate with a PM peak hour ICU of 1.08 (LOS F). Improvement to acceptable levels of service would require the addition of a second northbound left-turn lane and a second eastbound left-turn lane and a second eastbound left-turn lane. These improvements would result in a PM peak hour ICU of 0.85 (LOS D).

Beach Boulevard/Malvern Avenue - This intersection is expected to operate with a PM peak hour ICU of 0.30 (LOS F). Improvement to acceptable levels of service would require the addition of a northbound right-turn lane, a second southbound left-turn lane, a second eastbound left-turn lane, and a free westbound right-turn lane. These improvements would result in a PM peak hour ICU of 0.86 (LOS D).

- **Beach Boulevard/Orangethorpe Avenue** - This intersection is expected to operate with a PM peak hour ICU of 1.23 (LOS F). Improvement to acceptable levels of service would require widening the northbound and southbound approaches to four lanes, plus the addition of a second northbound left-turn lane, a northbound right-turn lane, a second southbound left-turn lane, and a second eastbound left lane. These improvements would result in a PM peak hour ICU of 0.86 (LOS D). If the northbound and southbound approaches were not widened to four lanes, and only the additional left and right-turn lanes were constructed, the intersection would operate with an ICU of 0.94 (LOS E).

- **Stanton Avenue/Malvern Avenue** - This intersection is expected to operate with a PM peak hour ICU of 1.06 (LOS F). Improvement to acceptable levels of service would require the addition of a second northbound left-turn lane. This improvement would result in a PM peak hour ICU of 0.90 (LOS D).

Stanton Avenue/Artesia Boulevard - This intersection is expected to operate with a PM peak hour ICU of 1.11 (LOS F). Improvement to acceptable levels of service would require the addition of a second northbound left-turn lane, a northbound right-turn lane, and a second

westbound left-turn lane. These improvements would result in a PM peak hour ICU of 0.84 (LOS D).

- **Dale Street/La Palma Avenue** - This intersection is expected to operate with a PM peak hour ICU of 1.00 (LOS E). Improvement to acceptable levels of service would require the addition of a second westbound left-turn lane. This improvement would result in a PM peak hour ICU of 0.84 (LOS D).

Congestion Management Plan

The City of Buena Park is required to show continued compliance with the county-wide Congestion Management Program (CMP). Currently, Interstate 5 (I-5), State Route 91 (SR-91), Valley View Street, and Beach Boulevard are arterials in the CMP Highway System. In addition, the following intersections are included in the highway system for level of service determination: SR-91/Valley View Street (east), SR-91/Valley View Street (west), I-5/Beach Boulevard, Beach Boulevard/Orangethorpe Avenue, SR-91/Beach Boulevard (east), and SR-91/Beach Boulevard (west).

Compliance with the CMP provisions includes:

- Continued coordination through the utilization of standardized traffic impact analysis methodologies,
- Implementation and enforcement of Transportation Demand Management (TDM) strategies,
- Maintenance of transit service standards,
- Demonstrated transportation modeling consistency with the countywide computer model,
- Monitoring of CMP highway system levels of service,
- Development of level of service deficiency plans where applicable,
- Development of seven year capital improvement programs, and
- Monitoring and conformance with all CMP provisions.

Since the inception of the county-wide CMP guidelines, the City of Buena Park has been in compliance with all provisions of the program. Compliance with the CMP

provisions affects the allocation of the City's fair share of gas tax subventions from by the State of California.

Growth Management Plan

The Orange County Traffic Improvement and Growth Management Ordinance (Measure M) was approved by Orange County voters in November 1990. Measure M authorized a one-half cent sales tax for transportation, which has been collected since April 1, 1991. The Orange County Transportation Authority (OCTA) estimates that Measure M will generate \$3.1 billion over the 20 year life of the ordinance. The revenues generated under this measure will be allocated through a variety of programs to fund freeway, transit, and local streets and road projects throughout Orange County.

The Measure M Local Turnback Funds may be used for any operations, maintenance, or construction projects on the City's local streets and roads. In addition to local street and road projects, the City may use the Local Turnback Funds for any transportation purpose allowed for expenditure of tax revenues under Article XIX of the California Constitution.

Pursuant to Measure M policy requirements, cities in Orange County, including Buena Park, must satisfy the following requirements to be eligible for receiving Measure M funds:

- Adopt a Growth Management Program into its General Plan that addresses the following:
 - Traffic level of service standards;
 - In developing areas only, planning standards for fire, police, library, flood control, parks and open space, and other items as determined by each jurisdiction;
 - A development mitigation program;
 - A development phasing and monitoring program;
 - Participation in Inter-Jurisdictional Planning Forums;
 - Housing options and job opportunities;
 - A Transportation Demand Management Ordinance;
 - Adopt a Local Transportation Demand Management Ordinance;

- Agree to expend all Measure M revenues within three years of receipt;
- Adopt a Traffic Circulation Plan (General Plan circulation Element) consistent with the Orange County Master Plan of Arterial Highways;
- Adopt and fund a Local Pavement Management Plan;
- Satisfy the Maintenance of Effort requirements;
- Adopt a Seven-Year Capital Improvement Program;

The City of Buena Park has complied with the Measure M requirements and is eligible for Measure M revenues.



TABLE 3-1
CITY OF BUENA PARK GENERAL PLAN ARTERIAL LEVELS OF SERVICE

Street Name/Segment	Existing (1990)			General Plan Buildout		
	Lanes	Volume	LOS	Lanes	Volume	LOS
Artesia Avenue at:						
Valley View - Knott	4D	17,900	A	4D	26,900	B
Knott - Western	4D	20,800	A	6	33,700	A
Western - Beach	4U	21,400	D	6	33,300	A
Beach - Stanton	4U	13,100	A	4D	28,300	C
Stanton - Dale	4U	11,200	A	4D	30,300	D
Commonwealth at:						
Western - Beach	4D	4,200	A	4D	17,900	A
Beach - Stanton	4D	10,400	A	4D	13,100	A
Stanton - Dale	4D	10,300	A	4D	11,900	A
Orangethorpe at:						
Valley View - Knott	6	19,100	A	6	29,300	A
Knott - Western	6	19,400	A	6	30,700	A
Western - Beach	6	17,600	A	6	30,200	A
Beach - Stanton	6	21,000	A	6	35,500	A
Stanton - Manchester	4D	19,400	A	6	32,000	A
La Palma Avenue at:						
Valley View - Knott	4D	12,900	A	4D	12,800	A
Knott - Western	4D	15,000	A	4D	17,900	A
Western - Beach	6	17,100	A	6	21,100	A
Beach - Stanton	4D	18,700	A	4D	23,400	A
Stanton - Dale	4D	22,400	A	4D	35,500	E
Crescent Avenue at:						
Walker - Valley View	4U	11,800	A	4U	12,300	A
Valley View - Holder	4U	11,000	A	4U	11,900	A
Holder - Knott	4U	11,700	A	4U	14,300	A
Knott - Western	4U	9,900	A	4U	15,400	A
Western - Beach	4U	11,100	A	4U	17,000	B
Beach - Dale	4U	11,700	A	4U	19,600	C
Lincoln at:						
Valley View - Holder	4D	23,700	A	6	38,100	B
Holder - Knott	4D	20,300	A	6	48,400	D
Orange Avenue at:						
Holder - Knott	4D	11,800	A	4D	21,000	A
Ball Road at:						
Holder - Knott	4D	18,400	A	4D	19,700	A
Cerritos Avenue at:						
Valley View - Holder	4U	15,200	A	4U	17,800	B
Valley View Street at:						
Cerritos - Ball	6	36,900	B	6	36,800	B
Lincoln - Crescent	6	37,700	B	6	41,700	C
La Palma - Orangethorpe	4D	37,400	F	6	38,000	B
Orangethorpe - Fullerton Cr.	4D	37,200	F	6	38,400	B
Fullerton Cr. - Artesia	4D	28,600	C	6	25,600	A
	4D	27,500	C	6	22,000	A
Knott Avenue at:						
Lincoln - Crescent	4D	30,200	D	4D	39,500	F
Crescent - La Palma	4D	31,800	D	4D	39,000	F
La Palma - Orangethorpe	4D	32,900	D	4D	38,000	F
Orangethorpe - Artesia	4D	16,300	A	4D	13,000	A

TABLE 3-1
CITY OF BUENA PARK GENERAL PLAN ARTERIAL LEVELS OF SERVICE (continued)

Street Name/Segment	Existing (1990)			General Plan Buildout		
	Lanes	Volume	LOS	Lanes	Volume	LOS
Western Avenue at:						
So. City Limits - Crescent	4D	14,200	A	4D	22,800	A
Crescent - La Palma	4D	16,700	A	4D	23,900	A
La Palma - Orangethorpe	4D	14,500	A	4D	18,800	A
Orangethorpe - Commonwealth	4U	15,500	A	4D	19,900	A
Commonwealth - Artesia	4U	8,400	A	4D	12,900	A
North of Artesia	2	2,900	A	2	1,900	A
Beach Boulevard (SR-39) at:						
South of Crescent	6	47,300	D	8	45,800	A
Crescent - La Palma	6	51,000	E	8	50,100	B
La Palma - State Route 91	6	56,400	F	8	64,900	D
State Route 91 - Orangethorpe	6	57,200	F	6	68,400	F
Orangethorpe - Commonwealth	6	48,900	D	6	57,600	F
Commonwealth - Artesia	4D	53,300	F	6	72,200	F
Artesia - Stage Road	4D	61,800	F	6	68,400	F
Stage Road - La Mirada	4D	55,700	F	6	59,700	F
North of La Mirada	4D	40,600	F	6	55,400	F
Stanton Avenue at:						
Crescent - La Palma	4D	15,200	A	4D	21,700	A
La Palma - Orangethorpe	4U	13,600	A	4D	18,500	A
Orangethorpe - Whitaker	4U	13,200	A	4D	23,300	A
Whitaker - Commonwealth	4U	12,200	A	4D	25,000	B
Commonwealth - Artesia	4U	9,700	A	4D	24,200	B
North of Artesia	2	3,300	A	2	12,400	D
Dale Street at:						
Crescent - La Palma	4U	15,800	A	4D	27,800	C
North of La Palma	2	4,700	A	2	5,700	B
Manchester - Commonwealth	2	4,800	A	4D	14,400	A
Commonwealth - Artesia	4D	7,700	A	4D	19,400	A
Artesia - Malvern	2	10,400	D	4D	23,800	A
Manchester Avenue at:						
Artesia - Western	4D	7,200	A	4D	4,600	A
Western - Beach	4D	12,300	A	4D	11,800	A
Beach - Stanton	4D	14,300	A	4D	9,400	A
Stanton - Orangethorpe	2	12,000	D	4U	16,700	B
Stage Road at:						
West of Beach Boulevard	4D	7,900	A	4D	7,300	A
La Mirada Boulevard at:						
West of Beach Boulevard	4D	28,800	C	4D	32,700	D
Malvern Avenue at:						
West of Dale Street	4D	15,500	A	4D	21,700	A
East of Dale Street	4D	14,400	A	4D	17,600	A

Note:

Existing traffic volumes are from the City of Buena Park Engineering Services Department, 1991

Buildout traffic volumes are from the City of Buena Park Traffic Analysis Model, Preferred General Plan, LSA Associates, July 28, 1994.

4U = Four lanes undivided; 4D = four lanes divided

**TABLE 3-2
EXISTING AND FUTURE INTERSECTION LEVELS OF SERVICE**

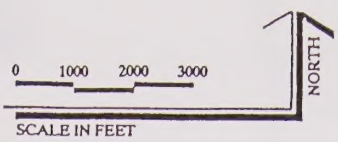
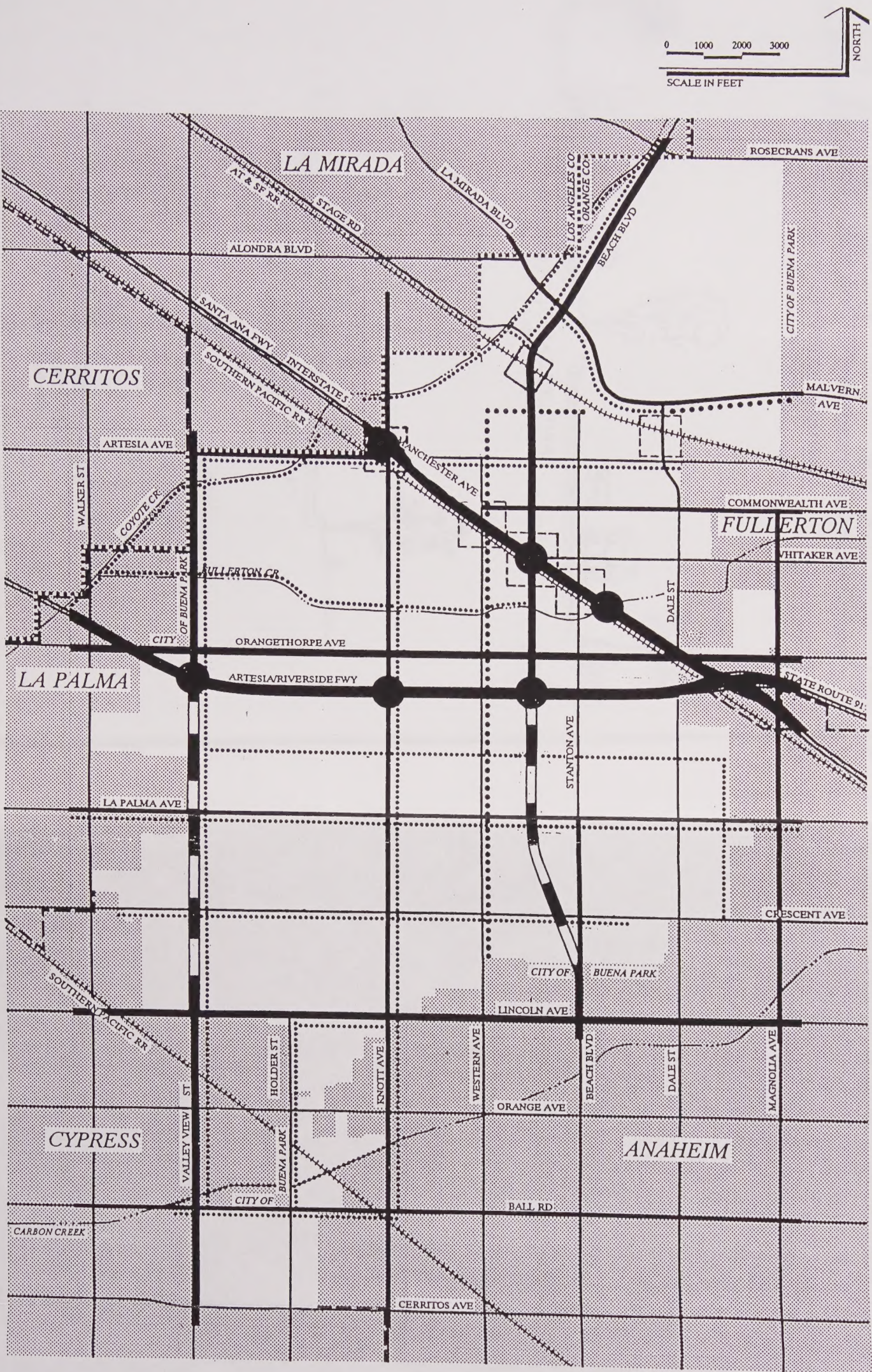
INTERSECTION		EXISTING 1991				GENERAL PLAN BUILDOUT					
		AM		PM		AM		PM		LOS with Mitigation	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS		
Valley View Street at:											
1	Artesia Blvd.	0.53	A	0.54	A	0.42	A	0.46	A	---	
2	Orangethorpe Ave.	0.56	A	0.63	B	0.47	A	0.60	A	---	
3	SR-91 westbound ramps	0.66	B	0.84	D	0.55	A	0.64	B	---	
4	SR-91 eastbound ramps	0.47	A	0.53	A	0.33	A	0.45	A	---	
5	La Palma Ave.	0.74	C	0.95	E	0.66	B	1.05	F	D	
6	Crescent Ave.	0.71	C	0.79	C	0.53	A	0.75	C	---	
7	Lincoln Ave.	0.74	C	0.89	D	0.77	C	1.02	F	D	
8	Ball Rd.	0.60	A	0.84	D	0.54	A	0.88	D	---	
9	Cerritos Ave.	0.66	B	0.70	B	0.72	C	0.81	D	---	
Holder Street at:											
10	Crescent Ave.	0.41	A	0.43	A	0.41	A	0.44	A	---	
11	Lincoln Ave.	0.55	A	0.62	B	0.57	A	1.00	E	C	
12	Ball Rd.	0.44	A	0.58	A	0.47	A	0.67	B	---	
13	Cerritos Ave.	0.45	A	0.50	A	0.51	A	0.74	C	---	
Knott Avenue at:											
14	Firestone Blvd.	0.44	A	0.37	A	0.37	A	0.36	A	---	
15	Artesia Blvd.	0.58	A	0.78	C	0.63	B	0.77	C	---	
16	Orangethorpe Ave.	0.61	B	0.63	B	0.62	B	0.68	B	---	
17	SR-91 westbound ramps	0.55	A	0.68	B	0.66	B	0.72	C	---	
18	SR-91 eastbound ramps	0.69	B	0.74	C	0.70	B	0.69	B	---	
19	La Palma Ave.	0.74	C	0.73	C	0.83	D	0.88	D	---	
20	Crescent Ave.	0.55	A	0.66	B	0.76	C	0.75	C	---	
21	Lincoln Ave.	0.56	A	0.88	D	0.69	B	1.08	F	D	
Beach Boulevard at:											
27	Rosecrans Ave.	0.83	D	0.78	C	0.77	C	0.89	D	---	
28	Malvern Ave.	0.83	D	0.85	D	0.83	D	1.30	F	D	
29	Stage Rd.	0.81	D	0.78	C	0.83	D	0.81	D	---	
30	Franklin St.	0.97	E	0.96	E	0.76	C	0.79	C	---	
31	Artesia Blvd.	0.90	D	0.94	E	0.87	D	0.98	E	---	
32	Commonwealth Ave.	0.80	C	0.83	D	0.60	A	0.82	D	---	
33	Manchester Blvd.	0.64	B	0.76	C	0.74	C	0.86	D	---	
34	I-5 ramps	0.49	A	0.55	A	0.65	B	0.79	C	---	
35	Orangethorpe Ave.	0.77	C	0.83	D	0.87	D	1.23	F	E	
36	SR-91 westbound ramps	0.68	B	0.68	B	0.88	D	0.90	D	---	
37	SR-91 eastbound ramps	0.51	A	0.69	B	0.50	A	0.88	D	---	
38	La Palma Avenue	0.79	C	0.66	B	0.82	D	0.61	B	---	
39	Crescent Ave.	0.71	C	0.93	E	0.75	C	0.99	E	---	
40	Stanton Ave.	0.41	A	0.52	A	0.31	A	0.42	A	---	
Stanton Avenue at:											
41	Malvern Ave.	0.53	A	0.52	A	0.67	B	1.06	F	D	
42	Artesia Blvd.	0.43	A	0.54	A	0.63	B	1.11	F	D	
43	Commonwealth Ave.	0.32	A	0.47	A	0.42	A	0.70	B	---	
44	Whitaker St.	0.21	A	0.34	A	0.30	A	0.61	B	---	
45	Manchester Blvd.	0.59	A	0.77	C	0.52	A	0.83	D	---	
46	Orangethorpe Ave.	0.61	B	0.70	B	0.66	B	0.75	C	---	
47	La Palma Ave.	0.45	A	0.57	A	0.60	A	0.86	D	---	
48	Crescent Ave.	0.38	A	0.52	A	0.54	A	0.80	C	---	

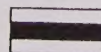
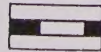
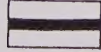
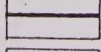
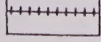
TABLE 3-2
EXISTING AND FUTURE INTERSECTION LEVELS OF SERVICE (continued)

INTERSECTION	EXISTING 1991				GENERAL PLAN BUILDOUT				
	AM		PM		AM		PM		LOS with Mitigation
	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	
La Mirada Boulevard at: 55 Alondra Blvd.	0.66	B	0.79	C	0.61	B	0.73	C	—
Artesia Boulevard at: 56 I-5 southbound on-ramp 57 I-5 northbound on-ramp 58 Firestone Blvd.	0.41 0.52 0.76	A A C	0.66 0.43 0.60	B A A	0.48 0.61 0.75	A B C	0.77 0.55 0.59	C A A	— — —
Manchester Boulevard at: 59 I-5 off ramps	0.28	A	0.23	A	0.36	A	0.22	A	—
Source: LSA Associates, Inc., 1994.									

TABLE 3-3
CITY OF ANAHEIM ANALYSIS INTERSECTION - BUILDOUT LEVELS OF SERVICE

	AM Peak Hour		PM Peak Hour		Improvements
	ICU	LOS	ICU	LOS	
Magnolia Avenue/La Palma Avenue Existing Geometrics MPAH Cross-Sections ¹ Additional Mitigation	0.85 0.85 0.75	D D C	1.05 1.05 0.89	F F D	2nd WBL
Magnolia Avenue/Crescent Avenue Existing Geometrics MPAH Cross-Sections Additional Mitigation ²	0.810.7 1	D C	0.91 0.82	E D	Widen WB approach to two lanes
Western Avenue/Lincoln Avenue Existing Geometrics MPAH Cross-Sections Additional Mitigation ²	0.57 0.50	A A	0.76 0.64	C B	Widen Lincoln Ave. to three lanes
Beach Boulevard/Lincoln Avenue³ Existing Geometrics MPAH Cross-Sections Additional Mitigation	N/A N/A N/A	N/A N/A N/A	1.07 0.94 0.87	F E D	Widen Lincoln Ave. to three lanes 2nd EBL
Dale Street/Lincoln Avenue Existing Geometrics MPAH Cross-Sections Additional Mitigation	0.58 0.52 0.48	A A A	1.24 1.11 0.86	F F D	Widen Lincoln Ave. to three lanes 2nd SBL & 2nd EBL
Knott Avenue/Orange Avenue Existing Geometrics MPAH Cross-Sections ¹ Additional Mitigation ²	0.62 0.62	B B	0.79 0.79	C C	
Bold indicates unacceptable level of service (LOS E or F). ¹ Roadways already constructed to MPAH cross-sections. ICUs are the same as for existing geometrics. ² Improvement beyond MPAH cross-sections not required. ³ Existing AM peak hour data not available; therefore unable to forecast future traffic conditions.					



- | | | |
|---|--|---|
|  Freeway |  Existing Freeway Interchange |  County Boundary |
|  Principal Highway |  Proposed Freeway Interchange |  City Boundary |
|  Major Highway |  Existing Grade Separation | |
|  Primary Highway |  Proposed Grade Separation | |
|  Secondary Highway |  Existing Bike Route | |
|  Railroad |  Proposed Bike Route | |



PRINCIPAL ARTERIAL HIGHWAY
144' - 8 Lanes, Divided



MAJOR ARTERIAL HIGHWAY
120' - 6 Lanes, Divided



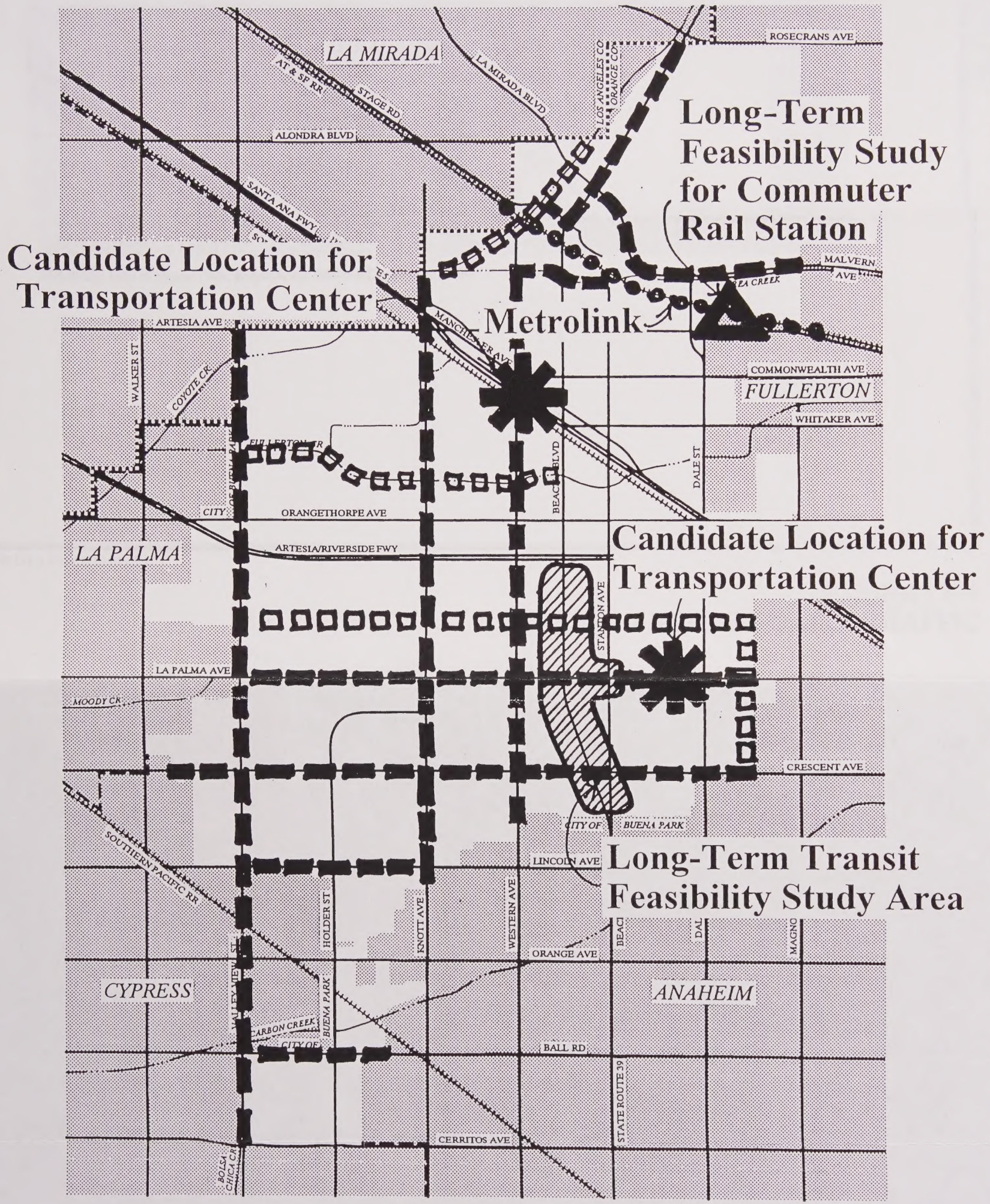
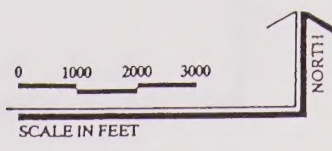
SECONDARY ARTERIAL HIGHWAY
80' - 4 Lanes, Undivided

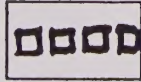
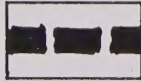


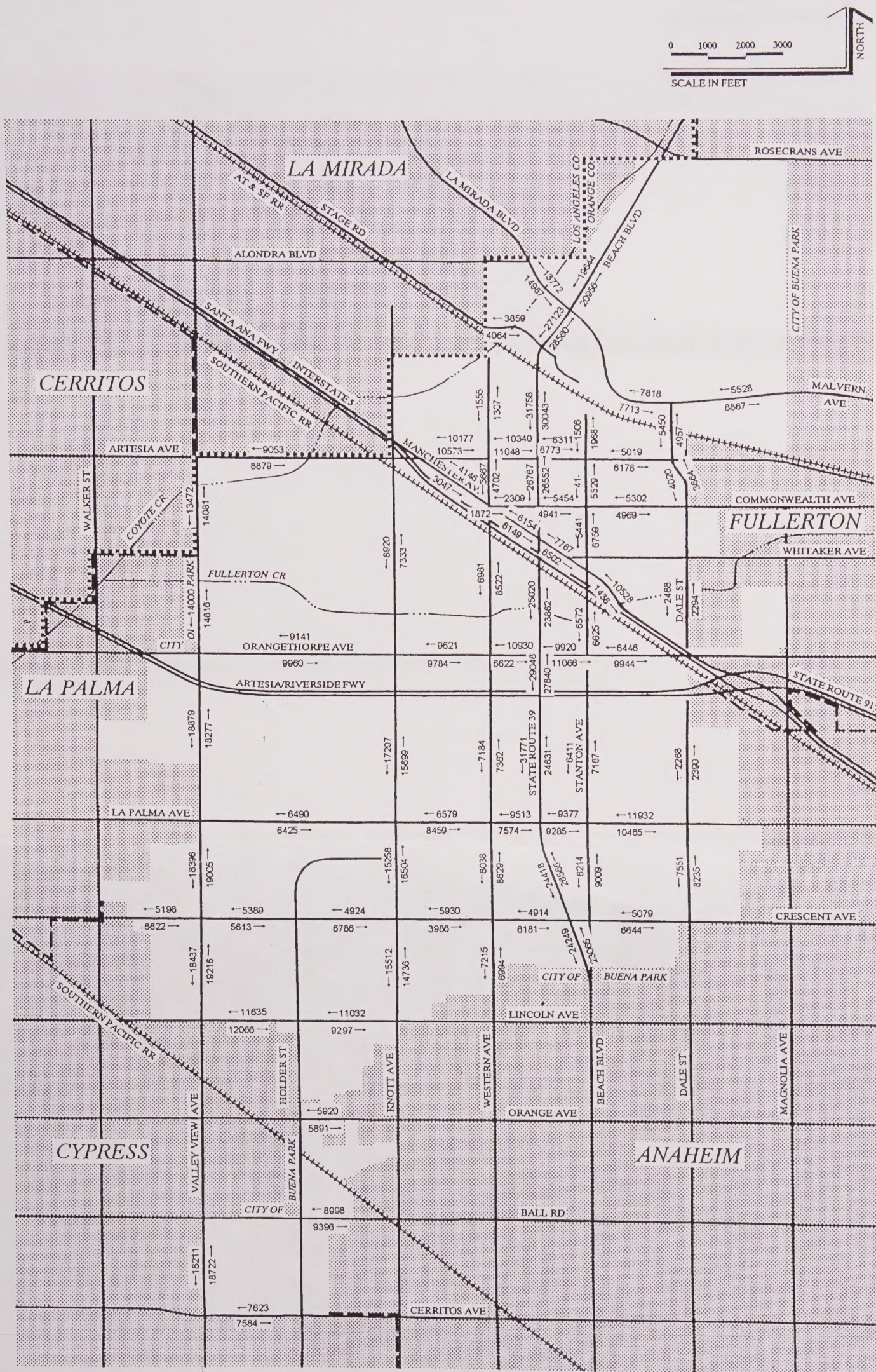
COMMUTER ARTERIAL
60' - 2 Lanes, Undivided

SOURCE: Environmental Management Agency, County of Orange

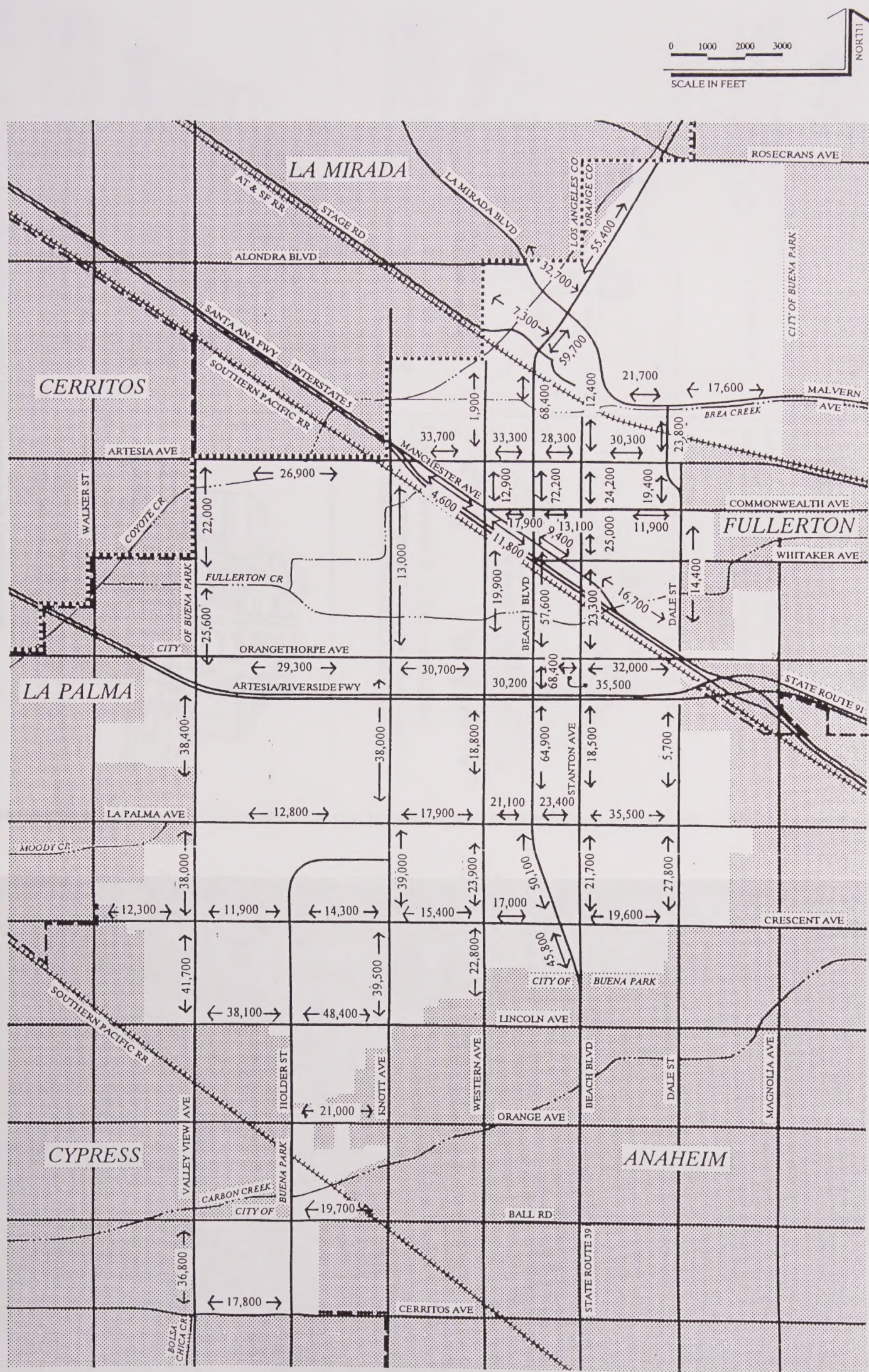
DEM DAVID EVANS AND ASSOCIATES, INC.

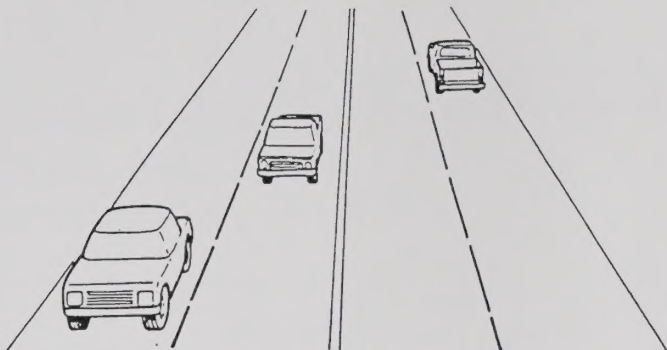


-  Bikeways
-  Bike Lanes
-  Metrolink

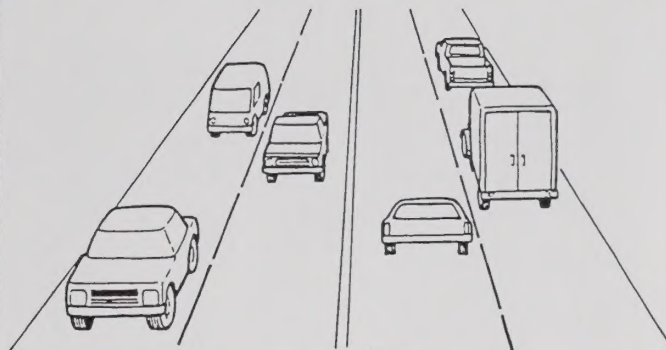


SOURCE: City of Buena Park, Engineering Services Department, 1991

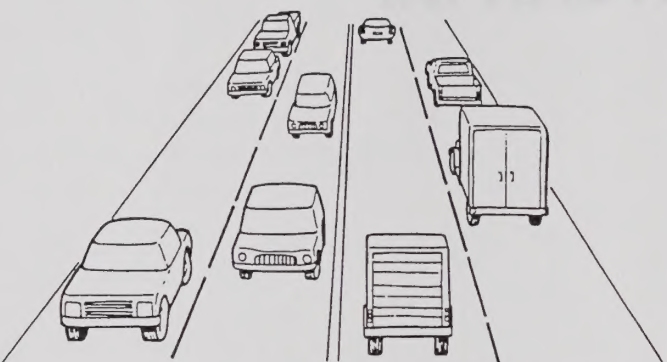




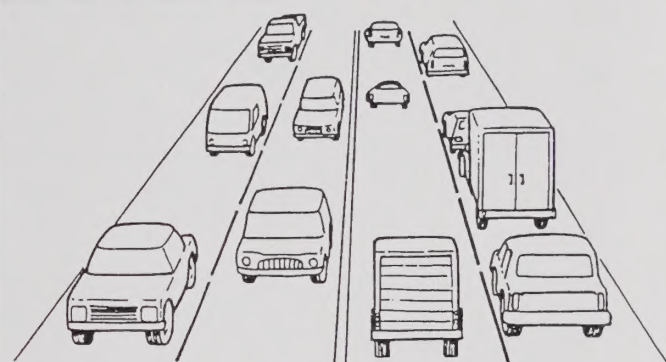
Level of Service A (V/C 0.00-0.60)
Free flow in which there is little or no restriction on speed or maneuverability.



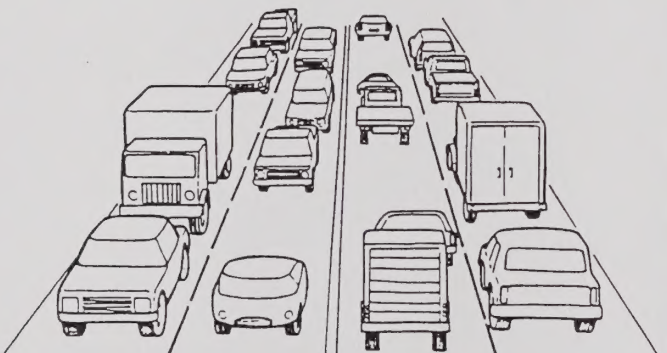
Level of Service B ($V/C > 0.60-0.70$)
Stable flow though operating speed is beginning to be restricted by other traffic.



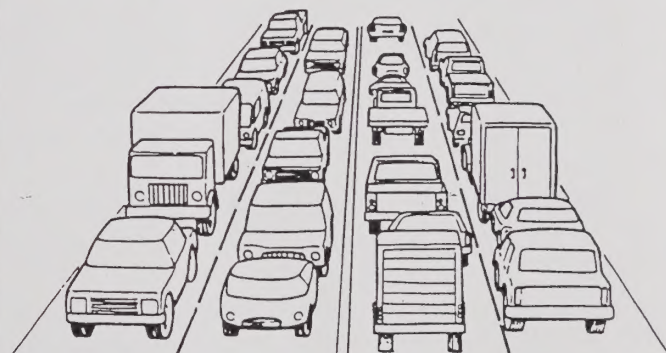
Level of Service C ($V/C > 0.70-0.80$)
Stable flow though drivers are becoming restricted in their freedom to select speed, change lanes or pass.



Level of Service D ($V/C > 0.80-0.90$)
Tolerable average operating speeds are maintained but are subject to considerable sudden variation.



Level of Service E ($V/C > 0.90-1.00$)
Speeds and flow rates fluctuate and there is little independence on speed selection or ability to maneuver.



Level of Service F ($V/C > 1.00$)
Speeds and flow rates are below those attained in Level E and may, for short periods, drop to zero.

Note: V/C Ratio -- The ratio of the roadway's current traffic volumes to its design capacity.

INFRASTRUCTURE



SECTION 4: INFRASTRUCTURE ELEMENT

INTRODUCTION TO THE INFRASTRUCTURE ELEMENT

The Infrastructure Element focuses on providing clean, potable water, proper disposal of wastewater, and protection from flood hazards which are essential to the City. Adequate provision for existing development is necessary, as well as planning for additional infrastructure for development anticipated under the General Plan's land use policy.

The Infrastructure Element is an optional element of the General Plan as indicated in California Government Code Section 65303:

"The general plan may include any other elements or address any other subjects which, in the judgment of the legislative body, relate to the physical development of the city or county."

Optional elements carry equal weight with the seven mandatory elements, and their adoption can be instrumental in expanding local government authority. The purpose of the Infrastructure Element is to support efforts to provide and maintain the existing water, wastewater and storm drain systems, and to establish policies on which to base decisions for the improvements to this system.



OVERVIEW OF THE EXISTING INFRASTRUCTURE

Existing Water System Serving the City

The City of Buena Park's water supply is derived from a combination of groundwater wells and

imported water from the Metropolitan Water District (MWD). The imported water is purchased directly from MWD as part of an agreement with the Orange County Water District (OCWD). Groundwater replenishment is administered by the OCWD which replenishes the City's wells with OCWD water and runoff water stored in Orange County Flood Control retarding basins.

The City of Buena Park's water service area is served by four pressure zones. The majority of the City's water service is served by the lower pressure zone due to the fact that this area is relatively flat and is regulated by the water surface elevation of the reservoir. The northerly portion of the City is served by three separate high pressure zones. Due to the difference in elevation, this area has been divided into three separate high pressure zones in order to adequately serve this area. The southern most portion of the City, south of Ball Road, currently exhibits low water pressure during peak hours.

The City has a total of eight active groundwater wells in operation. There is a ninth well at the Police Department which is used for emergency purposes only. The City has five connections with the MWD, and two of these are in continual use. The City obtains approximately 60% of its water from City owned and operated wells, and the remaining 40% is obtained from MWD connections. Buena Park also owns and operates a 20 million gallon storage reservoir north of the City, in the City of Fullerton. The City owns and operates its own water supply, which is distributed through a system of pipes. When all eight wells are operating at full capacity and the five MWD connections are opened, the City's water system capacity is 37,310 gallons per minute.

Existing Sewer System and Disposal Service in the City

The local sewer system consists of two components: the City system which collects residential, commercial, industrial and municipal sewage within the sewer mains located throughout the City; and the County Sanitation District of Orange County (CSDOC) trunk system. The City's collection system is discharged into the CSDOC's trunk line system, which is then transported to the Sanitation District's treatment plants in Fountain Valley and Huntington

Beach. Buena Park is responsible for operating and maintaining the 60 City connections, and the CSDOC maintains its seven trunk lines.

The 1984 Buena Park Municipal Sewer System Master Plan established wastewater flow coefficients based on actual monitoring data. When compared with CSDOC coefficients, upon which the system was designed, the CSDOC efficiencies are, as a total, greater than those assigned by the City, with few exceptions. Therefore, wastewater flows within the trunk system have an excess capacity for future use because CSDOC uses higher coefficients for design. According to the unit flow coefficients developed in the City's Municipal Sewer System Master Plan, the City generates a total of 11.81 million gallons of wastewater a day.

Most deficiencies or back-up problems occur due to heavy industrial users and restaurants not maintaining their clarifiers or grease interceptors. The maintenance of clarifiers and grease interceptors on a regular basis can minimize problems to the City system. Other problems have been caused by improper design or construction. The City has a maintenance program for the downtown area which uses a relining process to enable existing sewer mains and laterals to be reopened without excavation above ground. This process is being used in areas where the existing sewer mains are located on private property. The City has adopted a sewer maintenance fee to assist in maintaining the City sewer system.

Storm Drain System

The storm drain system contains two components: the Orange County Flood Control District Facilities (OCFCD) and local drainage facilities which connect with OCFCD facilities. The OCFCD facilities consist of channelized, concrete-lined open drainage channels including: the Coyote Creek, the Brea Creek, the Fullerton Channel, the La Palma Avenue drain, the Crescent Avenue drain, the Carbon Creek, and the Bolsa Chica Channel. These facilities generally drain through Buena Park in a southwesterly direction. The City's local drainage facilities connect with these county-maintained facilities.

The majority of Buena Park is situated within a 500-year flood plain where a very severe storm would result in a one-foot flood depth. The existing

drainage facilities within the City of Buena Park were designed in accordance with the Orange County Environmental Management Agency (EMA) storm water protection goals at the time of their construction. The county's goals have changed from the protection for a 25-year storm, when many of the City's storm drains were constructed, to 100-year storm that is planned for at the present time.

Existing local drainage facilities in the City of Buena Park appear to meet the county's minimum drainage protection standards, which are flooding to the top of the curb in a 10-year event. However, there are approximately 17 locations on local streets within the City where existing storm drain lines need to be extended in order to meet that standard.

The Drainage System Flood Map depicts special flood hazard areas within the City of Buena Park which are inundated by the 100-year flood. The largest of these inundation areas cover approximately 50 acres and is located between the Brea Creek Channel and the Santa Fe Railway tracks north of the intersection of Artesia Boulevard and Dale Street. (This area has been designated for the *Malvern/Dale Planned Development*.) Flooding in other areas of the City may be caused by water backing up from Brea Creek Channel and Fullerton Creek Channel.



INFRASTRUCTURE ELEMENT GOALS AND POLICIES

The Infrastructure Element has been divided into four topical issue areas: water service, sewer service, storm drain capacity, and the financing of infrastructure. The issue areas and the supporting goals and policies for the Infrastructure Element were developed by the City Council staff, and the Vision 2010 Report. The issues identified for infrastructure are shown below.

Water Service. The City will continue to implement the recommendations of the City of Buena Park Urban Water Management Plan (1990) and the Water Master Plan (1989). The City will ensure that water improvements required for development are installed prior to or concurrently with development demand. The following goal and supporting policies promote the development of systems needed to ensure water is available for future use.

Goal 1 - The City will work to provide water service to all portions of the City, at appropriate pressure, reasonable maintenance levels, and in conjunction with reasonable demand.

Policy 1.1 - Provide sufficient capacity to serve existing and planned revenue generating uses such as commercial and industrial uses and identify, manage, and monitor, when appropriate, large water users.

Policy 1.2 - Provide sufficient capacity to serve existing and planned residential uses.

Policy 1.3 - Strive to ensure that infrastructure capacities are planned to adequately serve future development.

Policy 1.4 - Ensure that water improvements required for new development are installed prior to or concurrently with development.

Policy 1.5 - Maintain and upgrade existing water systems to meet or exceed standards or service demands.

Sewer Service. The City will consider updating the Sewer Master Plan, 1984. The City will strive to maintain sufficient capacity to serve revenue generating uses (such as commercial and industrial uses). The City will make sure that adequate infrastructure is available to serve future development.

Goal 2 - The City will work to provide sewer service to all portions of the community, at reasonable maintenance levels, and in conjunction with reasonable demand. The City will also consider updating its 1972 Sewer Master Plan.

Policy 2.1 - Provide sufficient capacity to serve existing and planned revenue generating uses such as

commercial and industrial uses and identify and limit, when appropriate, large sewer users.

Policy 2.2 - Provide sufficient capacity to serve existing and projected residential land uses.

Policy 2.3 - Make sure that infrastructure capacities are planned to serve future development.

Policy 2.4 - Ensure that sewer improvements required for new development are installed prior to or concurrently with development.

Storm Drain Capacity. The City will review, revise and update, as necessary, the Storm Drain Master Plan consistent with current technology and need. The City will also consider adoption of the Orange County Environmental Management Agency's storm water protection goals, and consider the preparation of a new storm drain master plan.

Goal 3 - The City will cooperate with appropriate agencies to provide adequate local storm drain service to all portions of the City, at reasonable maintenance levels, and planned for 100 year storm frequency levels.

Policy 3.1 - Review every five years, revise and update, as necessary, the Storm Drain Master Plan consistent with current technology and need.

Policy 3.2 - Resolve areas of local storm drain deficiencies.

Policy 3.3 - Seek to limit the discharge of pollutants as defined by the National Pollution Discharge Elimination System (NPDES), into the storm drain system.

Financing of Infrastructure. The City through the following goal and underlying sources, will require that sewer, water, and storm drain improvements required for new development are installed prior to or concurrently with development. The City will ensure that development pays for its "fair share" of the costs of the improvements which are needed to serve the development.

Goal 4 - The City will ensure that all development and redevelopment pay its "fair share" of the costs of providing water, sewer, and storm drain costs.

Policy 4.1 - Require that sewer, water, and storm drain improvements required for development are installed prior to occupancy.

Policy 4.2 - Require that development pays for its "fair share" of the costs of the improvements which are needed to serve the development.



INFRASTRUCTURE PLAN

Water System

A well-designed water system must achieve peak water demands and meet fire flow requirements. The "peaking factor" is used to determine the ability of a water system to accommodate water flows, and represents the increase above average annual demand experienced during a specific time period. There are peaking factors for the maximum month, maximum day, and peak hour. Based on the City's Water System Master Plan, the capacity of the existing system is approximately 384% of the average annual demand. The existing system meets the above peaking factor criteria, with the exception of the peak hour factor, in the southern portion of the City (south of Ball Road).

The City's Water System Master Plan and the Public Works Department indicate that the southern portion of Buena Park is unable to meet peak hour demands (see Exhibit 4-1). The Plan suggests installation of either a new 12" water main on Holder Street from Lincoln Avenue to Ball Road to provide additional water supply to the lower area, or a new water well in

the area to boost its water production. Developing agreements with adjacent cities may provide an additional solution. The City is continuing to install additional fire hydrants to improve fire protection service and additional valving in order to improve system maintenance and operations.

Areas considered for new developments should be analyzed for their effect on the water system. Demand coefficients for future development will be determined. These values are developed to estimate the average water demand per acre of land for each particular type of land use and are expressed in terms of gallons per minute per acre (GPM). These demand coefficients have been derived from the City's Water System Master Plan. In developing demand coefficients for various land use types, the authors of the City's Water System Master Plan analyzed billing records in several sample areas of the City to determine the actual water consumed in various land use areas.

Sewer System

Wastewater flows also vary depending on the type of development, land use, the nature of the city, and the climate. Identifying and controlling uses which generate large amounts of wastewater is important in balancing the City's economic benefit and the cost of wastewater generation. The 1984 Buena Park Municipal Sewer System Master Plan established wastewater flow coefficients based on actual monitoring data. When compared with the County Sanitation District of Orange County (CSDOC) coefficients, upon which the system was designed, the CSDOC efficiencies are, as a total, greater than those assigned by the City, with few exceptions. Therefore, wastewater flows within the trunk system have an excess capacity for future use because the CSDOC uses higher coefficients for design.

Wastewater collection systems must be sized to carry the peak wastewater flows generated within the system boundary. Peak flows are usually determined by applying the highest wastewater flows at a given time (a peaking factor) to average flow rates. The City's Municipal Sewer System Master Plan indicates the peak wastewater flow exceeds the average flow by a factor of 1.4 to 1.7.

In 1984, the Municipal Sewer System Master Plan outlined 17 areas of priority in the City where there were existing deficiencies and where improvements were needed most. Based on field inspections, flow monitoring, findings and analysis by the Buena Park Public Works Department, the City has either constructed additional parallel lines, added new lines, replaced bad pipes, fixed invert problems at manholes, or determined that there is no apparent problem at this time. The City's current sewer system is adequate to meet the existing needs of the City.

Most deficiencies or back-up problems occur due to heavy industrial users and restaurants not maintaining their clarifiers or grease interceptors in a timely manner. Maintenance of clarifiers and grease interceptors can minimize problems to the City system. Other problem areas have been found to be caused by sharp or inadequate bends, reversed invert elevations at manholes, and laterals which protrude into main lines.

The City has a maintenance program for the downtown area which uses a relining process to enable existing sewer mains and laterals to be reopened without excavation above ground. This process is also being used in areas where the existing sewer mains are on private property. The City has adopted a sewer maintenance fee to assist in maintaining the City sewer system.

Stormwater

The majority of Buena Park is situated within a 500-year flood plain where a severe storm would result in a 1-foot flood depth. The Orange County Environmental Management Agency has set storm water protection goals for drainage structures and streets. The county's goal is to provide 100-year protection for residences and other non-floodproof structures pursuant to the Public Services and Facilities Element of the County's General Plan. The county's flood protection standard for buildings is to maintain all building pads a minimum of one foot above the 100-year flood level. The City also requires compliance with this standard for new construction.

After reviewing the City of Buena Park Master Drainage Study, the Orange County Flood Control District's Master Plan of Flood Control and Drainage Facilities, and discussions with City of Buena Park Public Works Department personnel it was determined that existing drainage facilities within the City of Buena Park were designed in accordance with the Orange County Environmental Management Agency (EMA) storm water protection goals at the time of their construction. The county's protection goals have changed from 25-year protection, when many of the City's storm drains were constructed, to 100-year protection today. While the City has continued over time to design to EMA Standards, the City will consider their adoption.

Overview of Land Use Policy

In preparing the general plan update, areas being considered for more intensive land use have been analyzed to determine the effect of this future development on the existing infrastructure system. Water demand coefficients and sewer flow coefficients for the proposed land use have been compared with coefficients for the existing land use in order to estimate the impacts of the development on the City's water and sewer system. In addition, more intensive land uses should be carefully analyzed to determine if a development will increase storm drain runoff and impact the downstream system.

Following is an analysis of the effects of the proposed land use designations, on the infrastructure, in each of the identified target areas in the General Plan.

Big T Planned Development. The land use policy assigns a Planned Development Residential designation to the Big T site at Beach Boulevard and La Mirada Boulevard and an adjacent corner parcel. In addition to continuation of the existing golf course driving range, allowable land uses include residential development or limited commercial development in conjunction with future residential development.

Water - There is currently a 12" water line in La Mirada Boulevard and a 36" line in Beach Boulevard.

Sewer - There are currently three parallel trunk lines flowing southerly in Beach Boulevard. These are 18", 24", and 24" in diameter which will be adequate to serve this future development.

Storm Drain - The Coyote Creek Channel runs through this area. Any development in this area would drain directly into the channel. Storm drain connections should be made into the channel.

Malvern/Dale Planned Development. The area located between the Brea Creek Channel (located south of and adjacent to Malvern Avenue) and AT&SF railroad right-of-way has been included in the Malvern/Dale Planned Development which calls for future residential or professional business park, transit-related, and open space recreational uses. The area west of Dale Street is currently designated as a drainage retarding basin by Orange County Flood Control District. The entire site, located to the east and west of Dale Street, lies within a 100-year flood danger area according to FEMA.

Water - Currently there is a 12" water line in Dale Street which should provide adequate water service to future development.

Sewer - Currently there is an 18" sewer line running southerly in Dale Street which would provide adequate service for future development.

Storm Drain - As stated above, this area is shown as a retarding basin by the Orange County Flood Control District, and it is in a 100-year flood hazard area. In order for development to occur in this area, the county-owned portion of the site would have to be declared surplus and made available for sale from the Flood Control District. There are likely to be extensive drainage improvements in order to develop this site. In addition, a revision to the Flood Insurance Rate Map would have to be obtained through the Federal Emergency Management Agency, indicating that the flood hazard has been mitigated.

Lincoln Avenue Planned Development. The land area included within this Planned Development designation is located east of Holder Street on the north and south sides of Lincoln Avenue. The Planned Development designation requires guidelines

for residential development and the preparation of a master development plan.

Water - This site sits adjacent to the Holder Well. In addition, there currently are 8" and 10" water lines in Holder Street and an 8" line in Lincoln Avenue. These should provide adequate water service to future development.

Sewer - Currently there are 8" sewer lines in Holder Street both north and south of Lincoln Avenue. In addition, there are 8" lines in San Antonio Avenue and Via Sevilla Drive which could be extended to serve this area. These should provide adequate sewer service to future development.

Storm Drain - In the area south of Lincoln Avenue there is an existing 36" storm drain running to the center of the site. This storm drain could be utilized and/or realigned to adequately drain the site. The area north of Lincoln Avenue is currently agricultural. The proposed development will increase storm water runoff in this area. An extension of the existing 54" drain at the intersection of Vista Drive and Lincoln Avenue should be made westerly in Lincoln Avenue to facilitate the proposed development in addition to on-site improvements north of Lincoln Avenue.

Regional Commercial. This land use category has been assigned to a single commercial district of the City which includes the Buena Park Mall and the commercial land uses to the north, across La Palma Avenue.

Water - Currently there is a 12" water line in La Palma Avenue which provides adequate service and should facilitate development envisioned for this area.

Sewer - Currently there is an 8" line flowing westerly in La Palma Avenue. Intensive commercial development in this area would impact this line and probably require some improvements to the sewer system.

Storm Drain - This area is currently developed and any changes should not increase storm drain runoff. However, there is currently a storm drain deficiency in Camilla Drive between Periwinkle Drive and Clover Way. This area should be looked at more thoroughly before making any development changes

in this area north of La Palma Avenue. Adequate drainage facilities currently exist in La Palma Avenue to serve the Buena Park Mall area.

Beach Boulevard Entertainment Corridor Specific Plan. This specific plan designation corresponds to the portion of the City primarily along Beach Boulevard that, to a great extent, is currently included in the adopted *Beach Boulevard Entertainment Corridor Specific Plan*. General Plan land use policy calls for an amendment to the *California District* of the Beach Boulevard Entertainment Corridor Specific Plan which would expand the District's boundaries to incorporate the Sequoia Athletic Club facility and focus future development on conference related uses. The *Entertainment Corridor Specific Plan* (ECSP) zone district corresponds to the Beach Boulevard Entertainment Corridor Specific Plan designation.

Water - There is an existing 6" water line in Orangethorpe Avenue, a 12" water line in Beach Boulevard, and a 20" water line in Western Avenue which would be adequate to serve future development.

Sewer - There is an 8" sewer line on the site, a 24" and 39" sewer line in Orangethorpe Avenue, and an 8" sewer line in Western Avenue. This infrastructure will be adequate to serve future development.

Storm Drain - There is a 30" storm drain line in Beach Boulevard and a 16.5 foot by 6 foot rectangular channel running along the north side of the SR-91 Freeway. The proposed development should have little or no effect on the existing drainage and storm drain infrastructure.

Central Business District Specific Plan. The land use policy calls for a Specific Plan designation which will promote new investment and redevelopment in Buena Park's original downtown. The specific plan will expand the area where commercial development is permitted (Fullerton Avenue on the west and Homewood Avenue on the east) and establish standards that will promote lot assembly.

Water - There are currently 20" and 16" water lines in that portion of Beach Boulevard that serve the area. These should provide adequate water service for future development.

Sewer - Sewers in this area currently flows into a 10" and 18" line in Artesia Boulevard and will be adequate to service future development.

Storm Drain - Adequate drainage is currently provided in this area with the exception of 7th Street between Beach Boulevard and Stanton Avenue. Drainage in this area should be analyzed more carefully before redevelopment to determine the extent of storm drain improvements that should be made in 7th Street.

Manchester Corridor Specific Plan. The General Plan acknowledges the importance and visibility of this area along Manchester Boulevard, west of Beach Boulevard, by promoting a mix of intensive office and supporting commercial and residential development.

Water - Currently there are 6" to 30" water lines around the proposed site. This infrastructure should provide adequate water service in this area.

Sewer - Currently there are 21", 30", and 42" trunk lines flowing westerly in Artesia Boulevard. If connections need to be made to these lines, there should be adequate sewer service available.

Storm Drain - Adequate drainage is currently provided in this area. However, more intensive land use may increase runoff, and the type and extent of storm drain infrastructure will need to be upgraded to serve future development.

Auto Dealerships Specific Plan. The General Plan promotes the continued development of the "auto row" along a highly visible and freeway accessible corridor adjacent to the I-5 Freeway.

Water - Currently there are two 16" water lines in Beach Boulevard which serve this area and will be adequate to serve future development.

Sewer - Currently there is a 12" sewer line in Manchester Boulevard and numerous 8" lines throughout this area. This infrastructure will be adequate to accommodate future development.

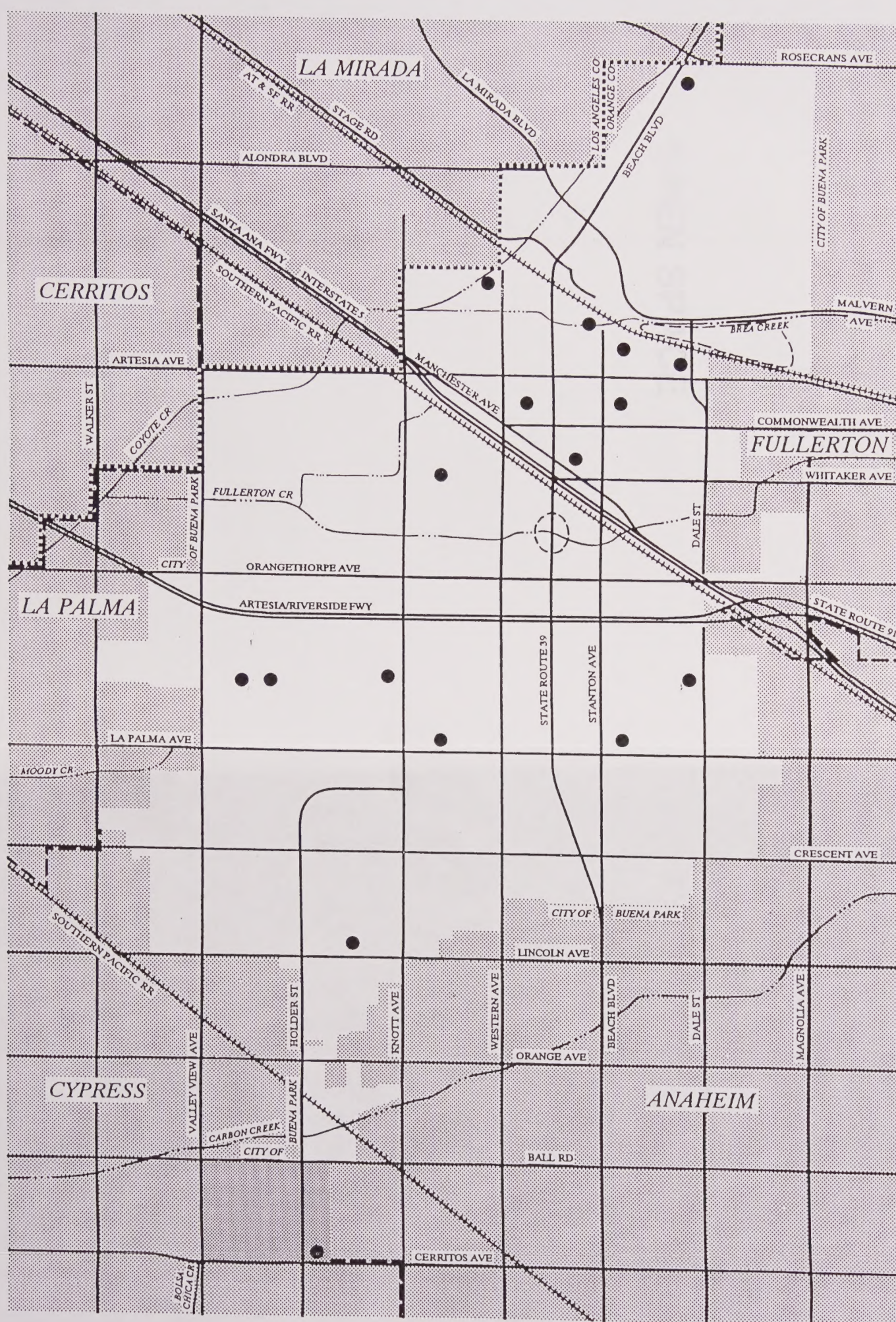
Storm Drain - Currently there are storm drain lines in Beach Boulevard, Mission Street, Commonwealth Avenue, and 5th Street (this area also serves the

CBD). These lines should provide adequate drainage in this area. Fifth Street between Kingman Avenue and Fullerton Avenue has been indicated as a potential drainage deficiency area. An analysis should be made to determine if an extension of the existing 5th Street storm drain should be made in this area.

Flood Management Overlay

The Land Use Element has designated a small portion of the City within a Flood Management Overlay Zone. This overlay category indicates those areas of the City which are subject to flooding in a 100-year frequency storm. Development in these areas must provide mitigation in accordance with the Federal Emergency Management Agency requirements, in addition to those of the underlying land use designation and zoning.





- DEDA DAVID EVANS AND ASSOCIATES, INC.

SECTION 5. OPEN SPACE AND RECREATION ELEMENT

INTRODUCTION TO THE OPEN SPACE AND RECREATION ELEMENT

The Open Space and Recreation Element of the Comprehensive Zoning Ordinance is intended to provide a framework for the City to manage its open space and recreation resources. The City has a responsibility to provide for the health, safety, and general welfare of its citizens. One way to do this is by providing for open space and recreation resources. The City has a responsibility to provide for the health, safety, and general welfare of its citizens. One way to do this is by providing for open space and recreation resources. The City has a responsibility to provide for the health, safety, and general welfare of its citizens. One way to do this is by providing for open space and recreation resources.

No other provisions of the Comprehensive Zoning Ordinance shall be construed to limit the authority of the City to implement the provisions of this element. The City has a responsibility to provide for the health, safety, and general welfare of its citizens. One way to do this is by providing for open space and recreation resources.

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OPEN SPACE AND RECREATION ELEMENT

Public Open Space and Recreation

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SECTION 5: OPEN SPACE AND RECREATION ELEMENT

INTRODUCTION TO THE OPEN SPACE AND RECREATION ELEMENT

The Open Space and Recreation Element of the Buena Park General Plan outlines a strategy to preserve open space areas in the City and to meet the recreational needs of residents. Open space and recreation issues are addressed together in this Element. The majority of open space in Buena Park is in the form of City parks and school playgrounds. Other open space includes undeveloped land and areas such as steep slopes, and hazard zones, building setback areas, utility easements, and flood control channels. Additionally, significant privately-owned recreational facilities are provided by golf courses, Knott's Berry Farm, and within the Beach Boulevard Entertainment Corridor.

An open space element fulfills the requirements of *Section 65302(e) and 65560 to 65570 of the California Government Code* regarding the preparation of an open space plan for the City. State law states that:

"The preservation of open-space land ... is necessary not only for the maintenance of the economy of the state, but also for the assurance of the continued availability of land for the production of food and fiber, for the enjoyment of scenic beauty, for recreation and for the use of natural resources."

Recreation elements are an optional element of the general plan, as permitted by *Section 65303 of the Government Code*, but are required in order to implement Park and Recreation in-lieu fee ordinances which provide a fair share prorata portion of funds for parks development when new residential construction occurs.

The Open Space and Recreation Element of the Buena Park General Plan has been developed to comply with these state requirements and to establish a long-range program for the preservation of public parks in the City and for the provision of adequate recreation areas and facilities to serve the needs of residents. The Buena Park Open Space and Recreation Element consists of the following sections:

■ **Overview of Open Space and Recreation Facilities.** The available recreational facilities and

resources of the City are summarized in this section. A detailed discussion of open space and recreational resources in the City is provided in the *Master Environmental Assessment* prepared as part of this General Plan.

■ **Open Space and Recreation Element Goals and Policies.** Individual goals related to open space and recreation, along with supporting policies, are listed in this section.

■ **Open Space and Recreation Plan.** The Open Space and Recreation Plan establishes standards for the maintenance of a comprehensive open space system and parklands in the City. It also promotes the continued development of private recreation facilities.



OPEN SPACE AND RECREATION FACILITIES

Public Recreational Facilities

The public parks are an important resource that must be considered in future planning. The City's 12 public parks cover a total of 94.91 acres and a county regional park covers 45.54 acres within Buena Park. Facilities at these various parks include children's play area, community centers, picnic/BBQ areas, tennis courts, volleyball courts, basketball courts, wading pool, swimming pool, handball courts, shuffleboard, and other amenities. The parks range from 0.25 acre to 22.5 acres in size and are scattered throughout the City. The location of these parks is shown in Exhibit 5-1.

With the exception of the Central Business District, park facilities are spread fairly evenly throughout the City, and are generally located within residential

neighborhoods.

The City's Recreation Department provides a variety of leisure activities and recreational programs. These include youth and sports activities, special interest classes, cultural and performing arts programs, senior citizens activities, and instructional opportunities for special interests. Special interest classes and Citywide events are well-attended and often draw participants from the surrounding communities. The Buena Park Senior Center, on Knott Avenue, provides recreational facilities for senior citizens of the area. The center functions as a gathering place and activity center for community-wide resident seniors. Available activities include art and craft classes, dancing, exercise classes, bridge, bingo, Medicare counseling and Spanish classes.

Major regional recreational facilities in the surrounding area include Ralph B. Clark Regional Park, La Mirada Regional Park and Golf Course, Craig Regional Park and Cerritos Regional County Park. Cypress College, is a community college along Holder Street, immediately west of Buena Park. Cypress College offers open space and recreation opportunities and is used by Buena Park residents.

The City is served by six school districts and there are 13 elementary schools, 1 junior high school, 1 high school, 1 continuation high school, 1 special educational center, and the Speech and Language Development Center within Buena Park. Playground facilities at these schools are open after school hours and thus, supplement recreational opportunities offered by the City parks. The playfield areas of these schools cover approximately 141.3 acres.

Other Recreational Facilities

The City of Buena Park has earned a reputation as a primary tourist destination in Southern California due to Knott's Berry Farm and other tourist-related uses in the entertainment corridor.

Knott's Berry Farm is a themed amusement park, located along Beach Boulevard, between La Palma and Crescent Avenues. Knott's Berry Farm covers 156 acres and provides entertainment for all ages, with rides, shows, souvenirs, and architectural styles reminiscent of the early West. This facility began as

a roadway berry stand in the 1920's and has developed into the fifth largest amusement park in the U.S.

The City is served by two large open space areas devoted to golf which include the Big Tee driving range (23 acres) and the Los Coyotes Country Club (146 acres).

Linear Open Space

The Southern California Edison (SCE) easement, located north of La Palma Avenue, forms a linear east-west path through the City, then proceeds south along the City's border with Anaheim. The 200-foot wide easement is currently retained as active and passive open space and also supports recreational community gardens and nursery operations. Approximately 55 acres is included in the easement. The City leases an 18-acre portion of the SCE easement for park use.

Flood control channels in the City cover 88 acres and include the Brea Creek Channel, the Fullerton Channel, and the Coyote Creek Channel. The banks of these channels may provide a potential for use as hiking and biking trails. A portion of the Brea Creek Channel between Dale Street to the eastern City limits is currently used as a bike path. The other bike path in the City is a signed bikeway along Western Avenue and Franklin Street.

Park Needs and Future Development

The City of Buena Park is largely developed and there are limited opportunities for new park development. There are a few large parcels of land engaged in agricultural production at scattered locations throughout the City. The largest vacant parcel of land that may be reserved for open space is located south of Malvern Avenue, west of Dale Street, and is owned by the Orange County Flood Control District.

With few exceptions, recreational and open space areas are well-established throughout the City. The City's open space standard is 2.5 acres of parkland per 1,000 residents. Based on the 1993 population of approximately 71,600 persons, the City should be providing 179 acres of open space. As indicated

previously, the open space in the City's parks and school facilities total 281.75 acres.

The City may accept the payment of park fees in lieu of park land dedication for new development. The park in-lieu fees when collected, are tied to specific spending criteria, specified by state law.



OPEN SPACE AND RECREATION ELEMENT GOALS AND POLICIES

Goals and policies of the Open Space and Recreation Element call for the maintenance of the existing parks. The goals and supportive policies address the need to preserve existing facilities, and linkages between parks and key destinations, and to expand recreational opportunities through joint use agreements with other agencies.

Preservation of Open Space for Recreation

The City's park system serves its residents through a variety of recreational facilities and opportunities. Recreational programs are also offered by the City to meet the recreational interests of residents. The maintenance of these facilities is important to provide recreational opportunities for all residents of the City.

Goal 1 - The City will continue to provide and maintain adequate open space areas within the City to meet the recreational needs of residents (both active and passive).

Policy 1.1 - Develop a long-range priority system for funding the development and maintenance of open space areas that reflect the needs of neighborhoods, as well as the entire City.

Policy 1.2 - Preserve and maintain existing public

parks and recreational facilities in the City.

Maintenance of Linear Open Space

Aside from City parks, opportunities for jogging, hiking, and biking are offered by linear open space areas such as bikeways, trails, and pedestrian paths. Opportunities for linear open space in the City are provided by utility easements and creek channels.

Goal 2 - The City will continue to explore opportunities for the development of a system of linear open space areas in the City using utility easements and open space.

Policy 2.1 - Discuss the feasibility of expanding the use of utility easements for linear trails and open space.

Joint Use of Facilities

Because of limited land and resources available for new park development, the City will continue to take advantage of joint use agreements with school districts and explore potential joint use agreements with other agencies. Shared facilities reduce park development costs and maximize the use of recreational facilities.

Goal 3 - The City will maintain existing agreements and explore new opportunities for the cooperative joint use of public and quasi-public open space and recreation facilities as a means of furthering recreational and open space opportunities in the City.

Policy 3.1 - Work with school districts, public agencies, and other organizations to establish agreements for the joint use of recreation and open space facilities.



OPEN SPACE AND RECREATION PLAN

Open Space Standards

With the majority of land developed and limited opportunity for new parks that may accompany major residential development, the Open Space and Recreation Plan for Buena Park focuses on the preservation and maintenance of existing open space, parks, and recreational facilities.

The City's standards for open space ensure that adequate facilities are available and all interests are served. The City will seek to provide a minimum 2.5 acres of parkland and playgrounds per 1,000 City residents. This may include recreational facilities and open space owned by the City, the County of Orange, and the school districts.

Parks in the City generally fall into one of the following three categories:

■ **Pocket or Mini Park.** This type of park is generally less than one-half acre in size. Facilities may include a tot lot, benches, or other amenities appropriate for a small open area. Lindberg Mini Park (0.26 acres) and Images Park (0.25 acres) are examples of this type of park. Mini parks are designed to serve a concentrated or limited population or specific group (such as small children or senior citizens). These facilities should be located in close proximity to senior housing or higher density residential development.

■ **Neighborhood Park.** This park category is designed to accommodate a residential neighborhood and the service radius is typically one quarter to one-half mile. The typical size for a neighborhood park ranges from approximately 4 to 6 acres. Parks in this category may include a wide range of facilities including game courts (shuffleboard, basketball, volleyball, etc.), picnic areas, play areas and other specialized facilities that can be accommodated given the land area limitations. Parks in this category include Smith Murphy Park (6.9 acres), Carl Brenner Park (4.5 acres), San Marino Park (6.0 acres), Larwin Park (5.9 acres), John Beat Park (2.0 acres), San Antonio Park (4.5 acres), and the Buena Park Community Recreation Center (6.0 acres).

■ **Community Park.** This category of park generally serves several neighborhoods and has a service radius of between 1 to 2 miles. The desirable size for this park category is between 15 to 25 acres. Community parks may contain a wide variety of facilities and improvements including game courts, athletic fields, picnic areas, and areas of passive open space. Parks in this category include George Bellis Park (22.5 acres), William Peak Park (15.8 acres), and Boisseranc Park (20.0 acres).

Very limited vacant land is remaining in the City at the present time and the opportunities for new park development is limited. Opportunities for permanent open space is limited to those areas designated as *Planned Development*. The open space dedicated as part of this future development will include facilities that will serve the individual developments.

The City will continue to promote and maintain existing public and private recreational-entertainment facilities within the Entertainment Corridor. This also includes continued support of Knott's Berry Farm as a unique recreational attraction and national and local tourist destination.

Opportunities for the development of a bicycle trail system throughout the City should be explored. Designated routes should be developed as multi-use trails which will serve hikers, cyclists and/or joggers. The trails should connect parks, schools, commercial centers, regional trails, and parks and other facilities that would benefit from linkages.

The City should seek continued and expanded cooperative agreements with Southern California Edison for utilization of portions of their right-of-way for public parks and open space. The City should also investigate and coordinate with the Orange County Flood Control District to develop plans for utilization of flood control right-of-way areas in the City's open space system.

Street Trees

Aside from parks and recreational facilities, the City's open space includes street medians and parkways. Mature trees within the City street medians provide a scenic quality and sense of openness, although these trees have not been consistently maintained.

A street tree and median planting program should be developed which will result in "tree lined" City streets and the preservation of its mature street trees. Many of the City's older trees have been removed due to root damaged sidewalks, curbs, and gutters. Any street tree and median plantings should utilize drought tolerant, species with non-invasive roots, and horticultural practices which will minimize future problems so that mature trees can be grown and retained.

Implications of Land Use Plan on Open Space and Recreation

The Land Use Element of the Buena Park General Plan serves as a long range guide for development and planning in the City. The Element indicates the nature and extent of development permitted throughout the City and those areas where existing land uses are to be maintained.

The Land Use Element has assigned a land use designation which corresponds to one or more zone districts for every parcel in the City. The Land Use Plan establishes standards for development and contains a land use map for each of the City's planning areas which indicate the location and extent of potential future development.

The Land Use Element includes a single *Open Space* land use designation. The *Open Space* designation assumes that land so designated will remain as open space for recreational uses or for purposes of conservation and/or safety. Areas of the City designated as *Open Space* include the City's parks, the Los Coyotes Regional Park, open space land dedicated as part of development agreements, open space land included within the Los Coyotes Country Club, a number of utility easements, storm drain channels, and freeway rights-of-way. The corresponding zone districts for this designation are *Open Space* (OS) and *Recreational Open Space* (OR) zones.

The open space designation included in the Land Use Element apply to those areas in the City zoned OS and OR, and includes approximately 456 acres. Exhibit 5-2 indicates public parks that are designated Open Space. Exhibit 5-2 also illustrates school sites which may be used for recreational purposes under

joint-use agreements though the school sites are not designated as Open Space in the Land Use Element.

Planned Development

The land use policy included in the Land Use Element also establishes a *Planned Development* land use designation for three areas of the City. Two of the sites are undeveloped and one (the Big T) is a driving range.

The Big T site, located in the North Planning Area, is currently used for a driving range and golf course. Land use policy provides for the continuation of this use over the life of the Plan. In the event the existing uses are discontinued, the General Plan provides for future development which will include residential development or residential development in the western portion of the site and commercial development along the Beach Boulevard frontage.

The second site (also located in the North Planning Area) is immediately south of Malvern in the vicinity of Dale Street and the Santa Fe Railroad right-of-way. Land use policy for this area calls for potential residential or business park development, plus transit-related, and open space recreational uses.

In the event residential development occurs, the development must include a mix of low to medium density units clustered to maximize useable open space and views. The development plan must provide for open space which may include a golf course and/or driving range, linear greenbelts, and landscaping. These open space areas may be designed to mitigate development constraints such as flooding and railroad noise and vibration. Future residential development within this area is limited to not more than 40% of the site minus an area for a potential transit station. The remaining 60% will be devoted to streets, common areas, and open space.

The land use policy for the Southwest Planning Area has identified two parcels east of Holder Street and north and south of Lincoln Avenue for new residential development. Housing types envisioned under the *Residential Planned Development* designation for this area may include a mix of single-family detached homes and townhouse-type condominiums. The guiding principles for the sites call for future development plans to provide amenities

that will both enhance the development and the surrounding area. These amenities may include, but are not limited to, entry way treatments, landscaping, water features, useable open space, etc. Open space and landscaping must be emphasized and clustered development is encouraged. Density bonuses will be based on the area and amount of amenities provided as part of the development.

Historic Overlay

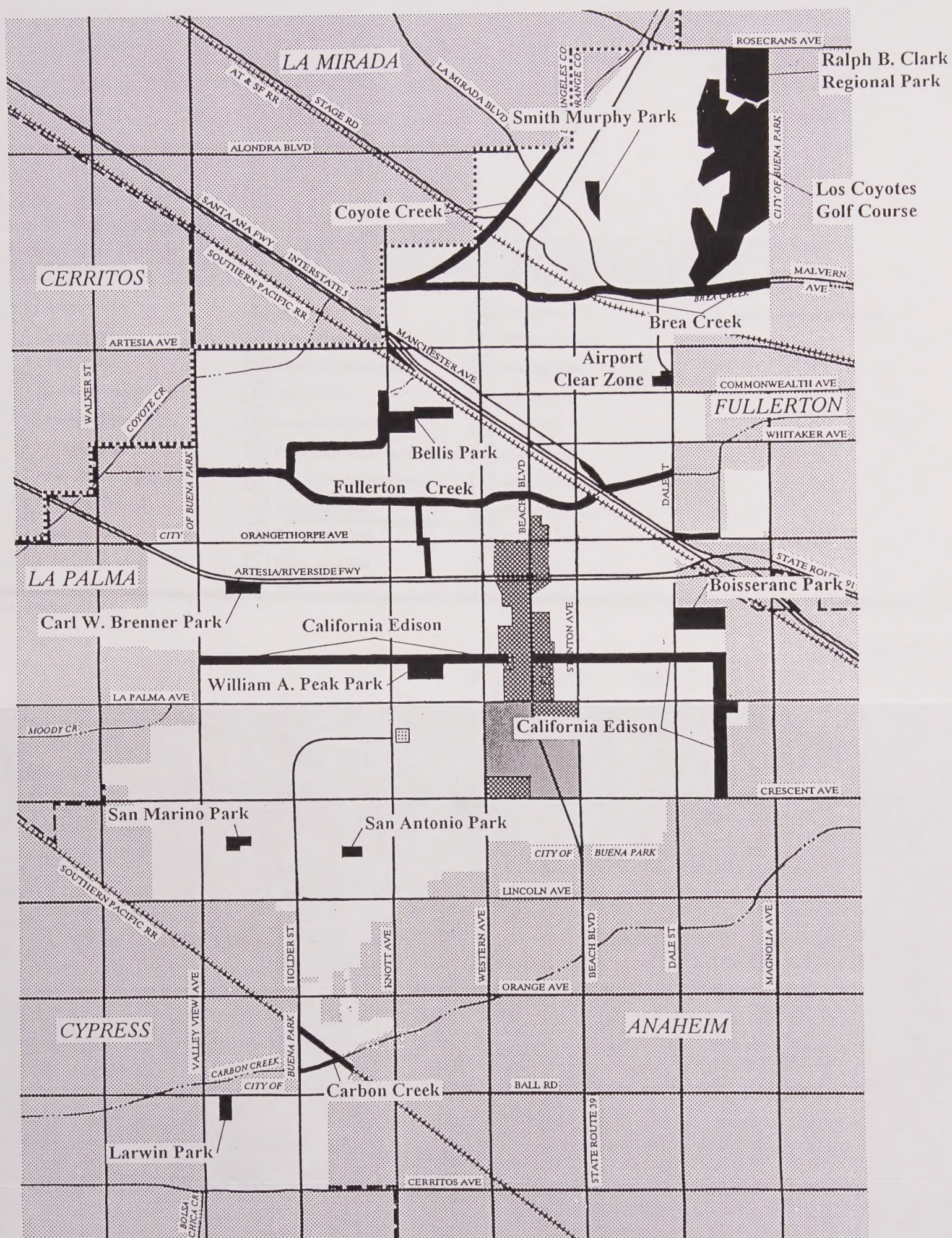
The Land Use Element provides for the creation of a land use designation that will promote the conservation of structures and artifacts important to the City's early development. The land use plan provides for an area along the west side of Beach

Boulevard between the Santa Ana Freeway and Eleventh Street to be the focal point for this historic district.

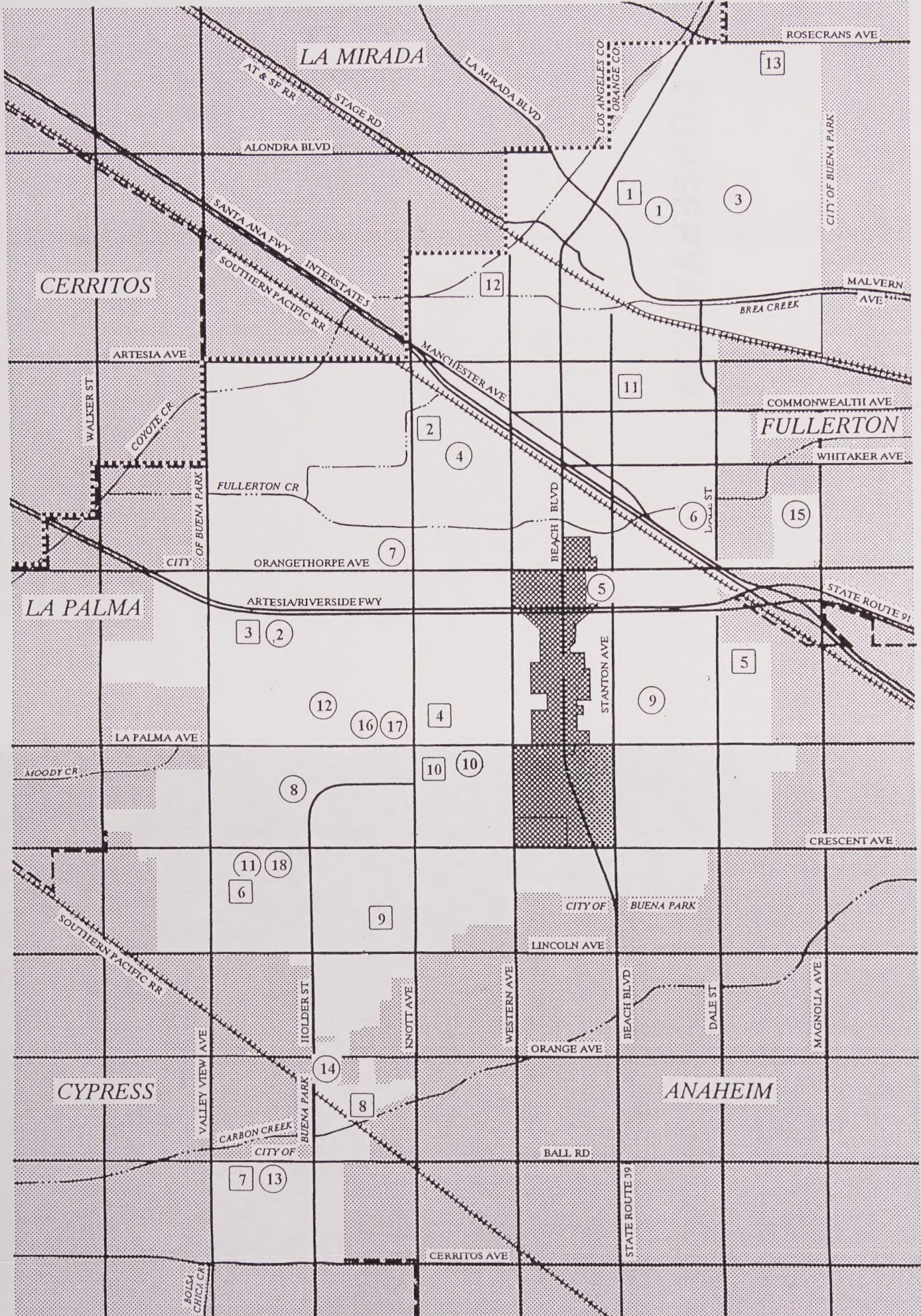
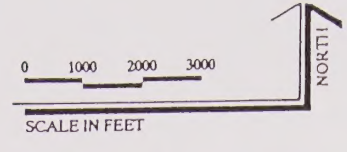
Knott's Berry Farm

Knott's Berry Farm is the anchor for the tourist entertainment industry in Buena Park. Knott's is the fifth largest amusement park in the nation and continues to not only be an important local attraction, but also to bring the City national and international recognition. The General Plan encourages the continued evolution of Knott's along with the rest of the entertainment corridor and promotes opportunities for developing linkages between the entertainment area and Buena Park Mall.





-  Open Space
 Beach Blvd. Entertainment Corridor
 Knott's Berry Farm
 Community Recreation Center



- | | | | |
|------------------------------|--|--------------------------------|---------------------------------|
| 1 Beatty School | 11 San Marino School | 3 Carl Brenner Park | 13 Ralph B. Clark Regional Park |
| 2 Corey School | 12 Raymond Temple School | 4 William Peak Park | |
| 3 Emery School | 13 Elizabeth Dickerson School | 5 Boisserape Park | |
| 4 Carl E. Gilbert School | 14 Holder School | 6 San Marino Park | |
| 5 Pendleton School | 15 Buena Park High School | 7 Larvin Park | |
| 6 Whitaker School | 16 Gilbert West Continuing High School | 8 John Beat Park | |
| 7 Buena Park Jr. High School | 17 Hope Special Education Center | 9 San Antonio Park | |
| 8 Buena Terra School | 18 Mira Linda School
(Speech and Language Development Center) | 10 Community Recreation Center | |
| 9 Dysinger School | 1 Smith Murphy Park | 11 Lindbergh Mini Park | |
| 10 Walter Knott School | 2 George Bellis Park | 12 Images Park | |

SECTION 6: CONSERVATION ELEMENT

INTRODUCTION TO THE CONSERVATION ELEMENT

The City of Buena Park will continue to maintain its links to the past through the implementation of this Conservation Element, which promotes the preservation of noted historical structures including the homes of the town's founders. The Element acknowledges the significance of the Emery Borrow Fossil Pit, located within the Ralph B. Clark Memorial Park, as a source of Pleistocene age fossils. Finally, the Conservation Element underscores the City's commitment to improve environmental quality through the conservation of water and other ecological resources.

The Conservation Element is a state-mandated element, as required by regulations in *Section 65302(d) of the California Government Code* and the *State Mining and Reclamation Act (SMARA)*:

"A conservation element [shall be required] for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. That portion of the conservation element, including waters, shall be developed in coordination with any county-wide water agency and with all district and city agencies which have developed, served, controlled or conserved water for any purpose for the county or city for which the plan is prepared."

A number of the issues that are state-mandated, such as the utilization of rivers, harbors, forests, etc., are not relevant to the City of Buena Park and will not require consideration in future planning. As a result, the Conservation Element focuses on four key issue areas: paleontological and cultural resources, ecological resources, geologic resources, and water resources.

The Conservation Element provides an overview of resources and conservation issues, followed by goals, policies, and an expanded discussion of how the existing resources will be preserved.



EXISTING RESOURCES AND CONSERVATION ISSUES

The combination of a broad alluvial plain favoring agricultural production, the local mediterranean climate, and the availability of water first attracted the Gabrieliño Indians to the Buena Park area around 500 B.C. In the late nineteenth century, the Southern Pacific Railroad recognized the area could provide a service link between Los Angeles and San Diego and encouraged James Whitaker to develop a town parallel the railroad. The town of Buena Park first developed as a dairy center, but development pressures over time led to the replacement of agricultural activities by subdivisions, commercial centers, and other forms of urban development. Remaining parcels devoted to agricultural activities are limited to two small areas of the City that are likely to be developed over the life of this General Plan.

The City has embraced its link to its prehistoric beginnings, as evidenced by the preservation of a site where significant paleontological resources have been found. In addition, a number of sites and structures are designated as historically significant under this General Plan.

The *Master Environmental Assessment* prepared as part of this General Plan contains a detailed inventory of resources that are found in the City which warrant consideration in future planning and decision-making. This section provides an overview of issues that are the focus of the Conservation Element.

Paleontological and Cultural Resources

The Emery Borrow Fossil Pit, located within the Ralph B. Clark Regional Park, supported several prehistoric animals including the ancient mammoth,

ground sloth, ring-tailed cat, an unusual prehistoric camel, and pond turtles. Fossil beds at the park preserve these paleontological resources, and the discovery of additional paleontological resources within this area is possible.

Buena Park's history is also tied to the Gabrieliño Indians, who first settled the Los Angeles Basin. They lived in small villages near stream courses and along sheltered portions of the coast; and survived on hunting, fishing and gathering. Archaeological record searches indicate the presence of archaeological resources in the area extending into the City's northwest boundary (also incorporated into the Ralph B. Clark Regional Park), near the Bellehurst neighborhood. Recovered resources from the site, as identified in past surveys, include lithic scatter consisting of a mano, a pestle fragment with asphaltum, obsidian and chert flakes, polished stone fragments, and a charred bone fragment.

Spanish explorations through California were initiated in the late 1500's and the first missions were also established at that time. Nearly 200 years later, the King of Spain ordered the colonization of California to prevent similar efforts by the Russians, English, or Dutch. Gaspar de Portola, as leader of the expedition, left the San Diego area and proceeded north. The expedition passed through Indian villages in what is now Orange County at Olive, Fullerton, and La Habra.

By 1784, the Buena Park area was part of a large Mexican land grant from California Governor Pedro Fages, which was later divided into five ranches. Buena Park lies at the center of one of these ranches, and was named Rancho Los Coyotes. In 1847, Commodore Robert S. Stockton and his army rested at this ranch in preparation for the Battle of the San Gabriel River. Stockton's attempts were successful, and the outcome of the Mexican War was decided in this area. Stockton's encampment, referred to as "Plaza Buena" or "Good Park" because of its abundant water and grass for the animals, was situated near what is now the Los Coyotes Country Club in the Bellehurst neighborhood of Buena Park.

In 1885, James Whitaker purchased 690 acres from Stearns Rancho, intending to use the land for cattle raising purposes. The Santa Fe Railroad convinced Whitaker to develop a town parallel its railroad route,

and Whitaker's development was settled soon after its inception. When Whitaker filed township with Los Angeles County in 1887, two thirds of his township lay between Western and Eastern Avenues (now Stanton Avenue), north to approximately Franklin Street. The remaining one-third, referred to as the Whitaker Addition, extended between Knott and Western Avenues, Orangethorpe Avenue and just north of Whitaker Avenue. Buena Park also developed a reputation as a dairy center and had one of the first industrial plant sites within the Santa Ana Valley. In the 1920's, Cordelia and Walter Knott started their farm and their chicken dinners and pies venture, which was the precursor of Knott's Berry Farm.

Prior to the second World War, the community of Buena Park was separated from its neighboring cities of Fullerton, Anaheim, Stanton, and Garden Grove by farms and orchards. At the time of incorporation in 1953, the City's population was approximately 16,000 persons.

During the post war years, a period of dramatic growth occurred in the City and surrounding county areas. The "suburbanization" of the City in the 1950's and 1960's led to the development that largely characterizes Buena Park today. During this period, the Artesia and Santa Ana Freeways were constructed and opened. These freeways and the regional importance of Beach Boulevard as a key arterial roadway contributed to the commercial and industrial development in the City. The current emphasis of new development is on redevelopment and infill. Many key areas have been targeted for redevelopment and revitalization which will guide the City's development into the next century.

Historically Significant Sites and Structures

While not necessarily eligible for the National Register, the City of Buena Park has identified the following sites or structures as historically significant to the community:

■ ***Old Maizeland School.*** The Old Maizeland School, a typical one-room schoolhouse within the former Rivera School District, is the single State Registered Historical Landmark (#729) within Buena Park. The Old Maizeland School is located near the Ghost Town area of Knott's Berry Farm.

■ **Lily Creamery Site.** The Lily Creamery Site was originally built in 1889 by Scotsman James Pitblado on the 6500 block of Beach Boulevard. The Pacific Condensed Milk, Coffee and Canning Company strengthened the community's reputation as a dairy community. In 1892, Charles F. Bixby purchased the property and formed the Pacific Creamery Company. Using the trademark "Lily Brand," the Lily Creamery Site became the first evaporated milk cannery in California. The Lily Creamery Site is recognized as an Orange County historical landmark by the Orange County Historical Commission.

■ **Whitaker-Jaynes House.** The Whitaker-Jaynes House was originally inhabited by Andrew Whitaker, brother of Buena Park's founder, James Whitaker. The house was later occupied by Isaac Jaynes, another active community member. The two-story frame house, located at 6631 Beach Boulevard, is filled with old furnishings and historic objects of interest.

■ **Bacon House.** The Bacon House was occupied by the family of Robert D. Bacon, a farmer. The two-story, two-room, redwood frame residence has been moved to the Whitaker-Jaynes property. Although the exact date of construction is unknown, early settlers believe the Bacon House to be the oldest standing structure in Buena Park.

■ **Knott's Berry Farm.** In the 1920's, Walter and Cordelia Knott arrived in Buena Park and rented a small farm in the area. From a roadside berry stand, the couple popularized the boysenberry, propagated by "Rudy" Boysen of Anaheim. Knott's Berry Farm, the nation's oldest themed amusement park, evolved from the berry fields. Major attractions include replicas of a wild west ghost town and an authentic replica of Independence Hall.

■ **Stage Hotel.** The Stage Hotel, located at 6603 Beach Boulevard across from the Civic Center, was built in the 1870's. The hotel served stagecoach passengers stopping between Los Angeles and San Diego.

■ **First Congregational Church.** The First Congregational Church was constructed by the townspeople in 1891. The rebuilt church is located at the northwest corner of 10th Street and Beach Boulevard, at 7703 10th Street.

■ **Warren Building.** The Warren Building, located at 6541-6555 Beach Boulevard, south of the Southern Pacific Railroad, was named after pioneer George Warren. The building was constructed in 1900.

■ **Tice House.** The William E. Tice, Jr. House is located at 6591 Beach Boulevard, just north of the Stage Hotel. The residence was built by A.C. Mann in 1905.

■ **Trapp House.** The Trapp House, is located at 8352 Crescent Avenue. The house was built by pioneer/farmer George Trapp and was modified in the early 1980's. However, the original rock porch may still be seen.

■ **Women's Club.** The Buena Park Women's Club is located at 6701 Beach Boulevard and was built in 1920. The Women's Club was organized in 1889 to form a society for mutual aid, sociability, and intellectual stimulation, and is recognized as the oldest women's club in the State of California.

■ **Los Coyotes Monument.** The Los Coyotes Monument is located by the flag pole in front of the Los Coyotes Golf Course Club House. It marks the encampment of Commodore Stockton prior to the Battle of the San Gabriel River in 1847.

■ **The Bacon Avocado Tree.** The Bacon Avocado was developed in Buena Park and a remaining specimen is found on the east side of Beach Boulevard, south of the SR-91 Freeway in the courtyard of the Embassy Suites Hotel.

■ **California Pepper Trees.** Two California Pepper trees, approximately 100 years old, are located on the north side of Orangethorpe Avenue between the St. Pius Catholic Church property and the Albertson's Market property.

Ecologically Significant Habitats

The Emery Borrow Fossil Pit, within the Ralph B. Clark Regional Park, supports the only area of native vegetation in Buena Park. The absence of urban development or agricultural activities at this site has allowed for the endurance of Coastal Sage Scrub vegetation. Elsewhere, urbanization has replaced native vegetation with non-native grasses, hedges and trees. The Brea, Carbon, Coyote, and Fullerton Flood

Channels previously supported trees and more lush vegetation, but the addition of concrete lining has resulted in the loss of the riparian habitats along these stream channels.

Record searches by the California Department of Fish and Game did not identify any rare or endangered plant or animal species in Buena Park, although several species have been identified within the surrounding area. The Western Yellow Billed Cuckoo (*Coccyzus americanus occidentalis*), is a slender bird with rounded wings, curved upper mandibles and long "graduated" tails. Classified as extremely endangered in California, this riparian nester was last sighted along the San Gabriel River near Artesia in 1912 and is presumed to no longer exist in the area.

Other extremely endangered animal species found in nearby areas include three species of the Tiger Beetle (*Cicindela senilis frosti*, *Cicindela hirticollis grvida*, *Cicindela gabbi*), and the Light-Footed Clapper Rail (*Rallus longirostris levipes*). Endangered plant and animal species found in nearby communities include the San Diego Horned Lizard (*Phrynosoma coronatum blainvillei*), California Walnut Woodland, California Least Tern (*Sterna antillarum browni*), Southern Coastal Salt Marsh (*Southern coastal salt marsh*), Southwest Pond Turtle (*Clemmys marmorata pallida*), and the Salt Marsh Bird's Beak (*Cordylanthus maritimus*). The Beldings Savannah Sparrow (*Passerculus sandwichensis beldingi*) is classified as rare, having a restricted range of movement.

Limited riparian habitats remain along the Brea Creek Channel south of Malvern Avenue. All other existing freshwater channels in the City are now concrete-lined.

Geological Resources

Much of Buena Park is characterized as cultivable land with deep soils, a low erosion rate, and suitable for a variety of agricultural crops. With most of the City developed, surface soils may no longer accurately reflect the identified soil associations. Agricultural land and production is limited to the two sites in the City which are likely to be developed over the life of the General Plan.

The California Division of Mines and Geology does not identify any *significant mineral aggregate resource areas* (SMARA) within City boundaries. The river beds of the Brea, Carbon, Coyote, and Fullerton Creeks may have once been a good source of sand, but channelization of these creeks and adjacent development precludes any mining activity. Large pockets of natural gas and oil have been found in adjacent communities (Fullerton, Brea, and Santa Fe Springs), but they are not known to extend into Buena Park. No active oil extraction has occurred in the City.

Water Resources

The Orange County coastal plain is underlain by two groundwater basins: the La Habra-Yorba Linda Basin, which occupies the northwest corner of the county, and the Lower Santa Ana River Basin which lies beneath Buena Park and the majority of Orange County. The coastal plain's groundwater resources are replenished by the Santa Ana River Recharge Area and scattered detention basins which trap runoff and stimulate groundwater recharge. Sixty percent of Buena Park's water supply is obtained through local groundwater wells. Groundwater quality in the Buena Park- Fullerton-Anaheim area is generally acceptable for most uses, although the presence of calcium bicarbonate renders it as "hard".

Local groundwater is used to supply a portion of the City's needs, and the local wells are maintained by the City of Buena Park. The Municipal Water District of Orange County also provides the Orange County Water District with water supplies which are used for groundwater replenishment. This ensures water pumping availability for the City. These efforts are assisted by detention basins within the jurisdiction of the Orange County Flood Control District which are used to trap some of the runoff for groundwater recharge.



CONSERVATION ELEMENT GOALS AND POLICIES

The Conservation Element focuses on the four key issue areas related to conservation in the City. These issue areas include: paleontological resources, cultural resources, ecological resources, geologic resources, and water resources. Within each topical area there is a goal and a series of supporting policies.

Paleontological and Cultural Resources

The City's rich history and the preservation of that history is the focus of the following goal and supporting policies that call for continued efforts in *saving the past* for future generations.

Goal 1 - The City will continue to preserve sites of significant paleontological importance for future scientific study and to encourage the identification and preservation of historically significant sites in the City.

Policy 1.1 - Support the preservation of sites containing significant paleontological resources.

Policy 1.2 - Encourage the preservation of buildings which have historic significance and/or architectural merit.

Policy 1.3 - Consider, as appropriate, permitting non-conforming use of buildings of architectural merit or historic significance for the life of the building.

Policy 1.4 - Encourage preservation and awareness of significant natural resources within the City.

Policy 1.5 - Encourage citizen awareness of the City's historic and cultural resources.

Conservation of Important Ecological Resources

The City of Buena Park is a mature, fully developed community with limited undeveloped land. Nevertheless, the City is committed to doing its part in improving environmental quality through sound ecological practices.

Goal 2 - The City will maintain the viability of native plant and animal species in the Ralph B. Clark Regional Park and encourage the increased propagation of trees and plant life.

Policy 2.1 - Support the preservation and enhancement of native, as well as non-native plant life, throughout the community for their scenic and biologic importance.

Policy 2.2 - Encourage the maintenance of an urban environment in which non-nuisance wildlife may exist.

Policy 2.3 - Encourage the maintenance of open space and native plant communities which provide habitats for remaining native animal species and viable introduced populations.

Policy 2.4 - Encourage the maintenance of Heritage Trees.

Conservation of Geologic Resources

The City of Buena Park is fully urban and there are no major undeveloped parcels of land remaining. Future development in the City envisioned under the General Plan will involve redevelopment and infill development.

Goal 3 - The physical development of the City will be responsive to natural land forms and drainage patterns, protecting hillsides and areas of unique topography in order to maintain the natural and visual-aesthetic qualities within the City.

Policy 3.1 - Encourage and maintain significant natural landforms in development and redevelopment proposals.

Policy 3.2 - Ensure that appropriate mitigation measures relative to terrain, soils, slope stability and erosion are required for development and redevelopment, in order to reduce hazards.

Conservation of Water Resources

Southern California is located in a semi-arid mediterranean climate and natural sources of water are limited. Existing development would not be

possible without the importation of water from other areas.

Goal 4 - The City will continue to work with other agencies and purveyors to make sure the City is provided a reliable supply of water for domestic and commercial use.

Policy 4.1 - Encourage the development of appropriate federal, state, county and local water conservation measures, in order to assure future supplies for residents.

Conservation Historic Resources

Settlement in the Buena Park area occurred relatively recently. Nevertheless, there are a substantial number of structures and sites in the City that are important to community residents and warrant preservation or some form of recognition. The following goal and supporting policy support the continuation of ongoing preservation efforts.

Goal 5 - The City will work toward the conservation and, if appropriate, the preservation of historically significant sites and structures.

Policy 5.1 - Continue to support ongoing preservation efforts and the development of the Historic Overlay District.



CONSERVATION PLAN

The Conservation Plan addresses the key issue areas discussed previously: paleontological resources, cultural resources, ecological resources, and water resources.

Paleontological Resources

This Element (together with the Land Use Element and Open Space/Recreation Element) underscores the City's commitment in maintaining the Emery Borrow Fossil Pit located within the Ralph B. Clark Regional Park. The City will continue to cooperate with the County to assure that the Emery Borrow Fossil Pit is maintained as a viable paleontological site, while contributing to open space.

The area which includes all of Ralph B. Clark Regional Park is designated as *Open Space* within the Land Use Element. This designation is consistent with the County's intention of maintaining this park and the resources it contains.

Archaeological Resources

The City of Buena Park is fully urbanized and the likelihood of finding cultural resources is low. Prior to European contact, the streams that traverse the City and the riparian vegetation served as a source of both food and water for the Indians living in the area. In the event that resources are encountered in future excavation and development, the City will follow the guidelines included in Appendix K of the California Environmental Quality Act (CEQA).

The CEQA guidelines indicate preservation of sites "in the ground" as the preferred manner of avoiding damage to archaeological resources. Preserving the site is more important than preserving the artifacts alone, because the relationship of the artifacts to each other in the site provides valuable information that can be lost when the artifacts are removed. Further, preserving the site keeps it available for more sophisticated future research methods. Preservation may also avoid conflict with religious or cultural values of groups associated with the site.

Avoiding damage may be accomplished by many approaches, including: planning construction to miss archaeological sites; planning parks, greenspace, or other open space to incorporate archaeological sites; and "capping" or covering archaeological sites with a layer of soil before building tennis courts, parking lots, or similar facilities.

Deeding archaeological sites into permanent conservation easements is also an effective means of

preservation.

If the City determines that a project may affect an archaeological resource, it shall determine whether there may be a significant effect on the environment. If the project may cause damage to an important archaeological resource, the project may have a significant effect on the environment. For the purposes of CEQA, an "important archaeological resource" is one where:

- The site is associated with an event or person of recognized significance in California or American history, or recognized scientific importance in prehistory;
- The site can provide information which is both of demonstrable public interest and useful in addressing questions related to the field of archaeology;
- The site has a special or particular quality such as oldest, best example, largest, or last surviving example of its kind;
- The site is at least 100 years old and possesses substantial stratigraphic integrity; or
- The site involves important research questions that historical research has shown can be answered only with archaeological methods.

If avoidance of the important archaeological resource is not feasible, the City should include an excavation plan for mitigating the effect of the project on the qualities which make the resource important. If an excavation plan is prepared, it shall include a brief summary of the excavation proposed as part of a mitigation plan, and will be available for review only on a need-to-know basis to ensure that the site is not vandalized.

An excavation plan may also list and briefly discuss the important information the archaeological resources contain or are likely to contain. The plan is also useful in explaining how the information should be recovered. If feasible, the plan may explain the methods of analysis and the display of excavated materials, as well as provide for final report preparation, and distribution. Finally, an explanation of the estimated cost of and time required to complete all activities undertaken under the plan may be

provided.

Historic Resources Conservation

As indicated previously, there are a number of historically significant structures and sites in the City. In addition to the criteria for archaeological resource significance previously listed, the City also recognizes the following criteria adhered to by the state and federal agencies, and including the Secretary of the Interior, in evaluating potential entries (other than areas of the National Park System and National Historic Landmarks) for the National Register. The following criteria is used for determining if state or national designation should be pursued for significant historic resources in the City of Buena Park:

- The site or structure is associated with events that have made a significant contribution to the broad patterns of our history; or
- The site or structure is associated with the lives of persons significant in our past; or
- The site or structure embodies the distinctive characteristics of a type, period, method of construction; represents the work of a master; possesses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction; or
- The site or structure has yielded, or may be likely to yield, information important in prehistory or history; or
- The site or structure represents work by significant architects or architectural styles.

Ordinarily, cemeteries, birthplaces, graves of historical figures, properties owned by religious institutions or used for religious purposes; structures that have been moved from their original locations; reconstructed historic buildings; properties primarily commemorative in nature; and properties that have achieved significance within the past 50 years *are not considered to be eligible* for the National Register. However, structures that have been removed, altered, or constructed within the past 50 years may meet eligibility requirements if:

- A building or structure removed from its original

location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or

- A birthplace or grave of a historical figure of outstanding importance, if there is no other appropriate site or building directly associated with his/her productive life; or
- A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, or when no other building or structure with the same association has survived; or
- A property achieving significance within the past 50 years, if it is of exceptional importance.

The Land Use Element calls for a "Historic Overlay" land use designation that provides a foundation for the creation of a focal point for conserving key landmarks, structures, and artifacts important to local history. The overlay designation will extend along the western frontage of Beach Boulevard, between Eleventh Street and the Santa Ana Freeway. The historically significant "Womens' Club" and surrounding site (which includes the Whitaker-Jaynes House) is the focal point of this special area, which is also west of and opposite the Civic Center.

Ecological Resources

The areas of Buena Park designated as *Open Space* include the City's parks, the Ralph B. Clark Regional Park, open space land dedicated as part of development agreements, open space land included

within the Los Coyotes Country Club, a number of utility easements, storm drain channels, and freeway rights-of-way.

The Ralph B. Clark Regional Park open space designation is designed to preserve the facility for recreational use. Additional benefits associated with this designation is that the remaining natural vegetation, paleontological resources, and archaeological resources will be preserved.

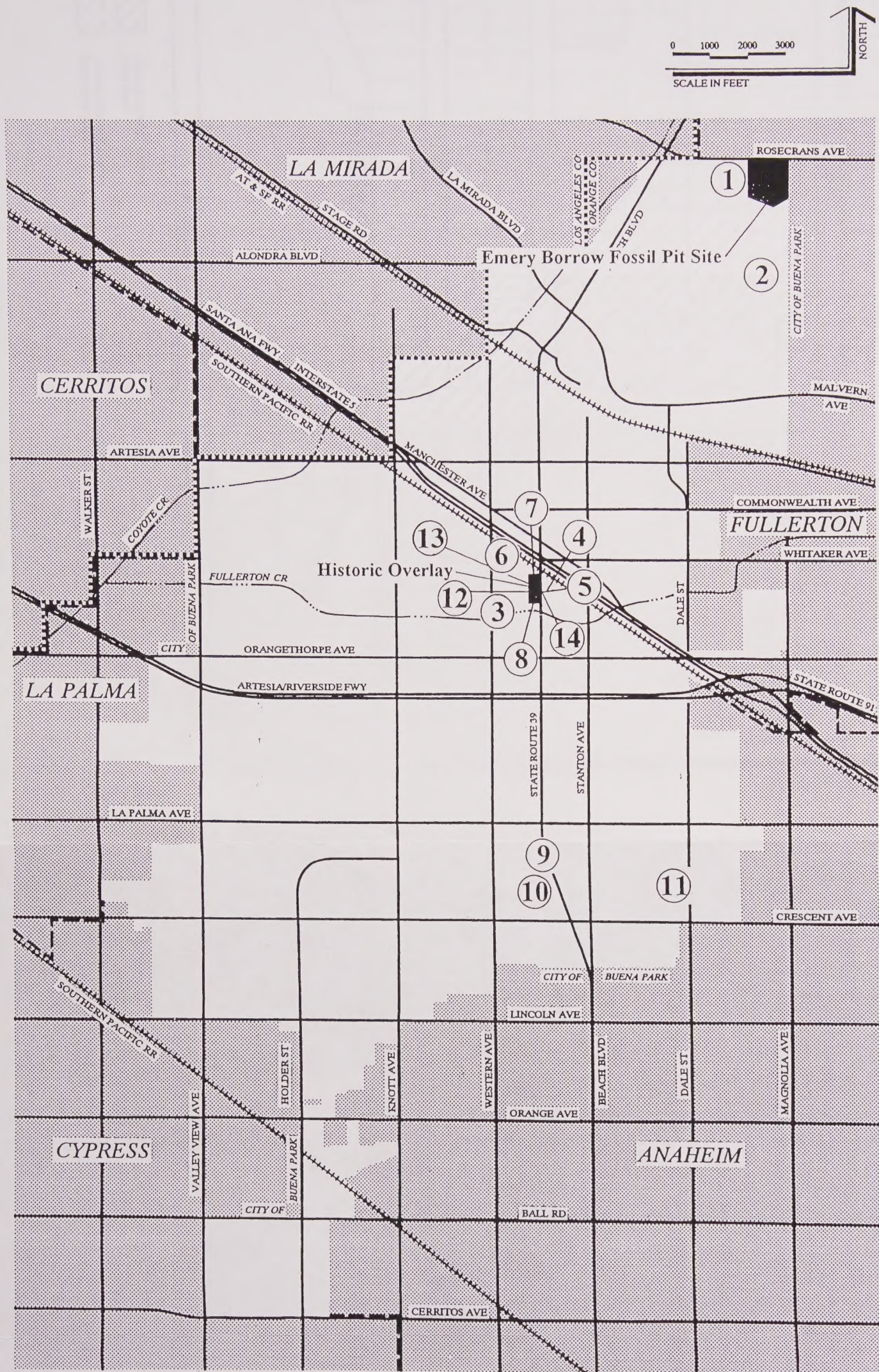
The corresponding zone districts for this designation are *Open Space* (OS) and *Recreational Open Space* (OR) zones. As a result, the remaining natural vegetation in the Ralph B. Clark Regional Park will not be impacted by future development arising from the implementation of the Land Use Plan.

Water Resources

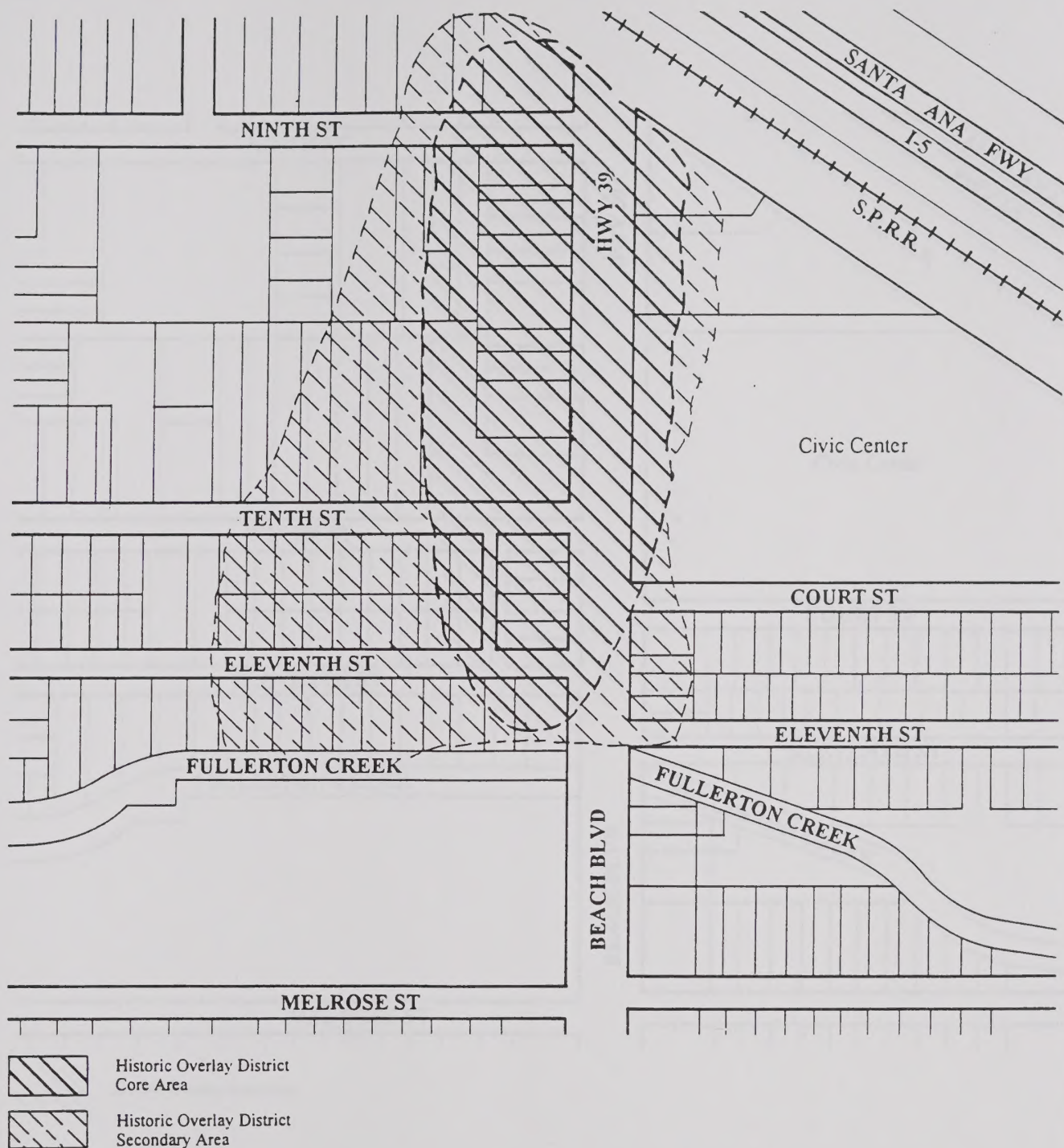
All of the natural fresh water drainage courses within Buena Park have been channelized as a structural solution to the area's flood control needs. These channels and their rights-of-way need to be maintained or improved, when necessary, in order to continue to protect flood hazard areas. The City, through cooperation with the Orange County Flood Control District, should also encourage the provision or maintenance of open space and wildlife habitats associated with the flood control channels within Buena Park.

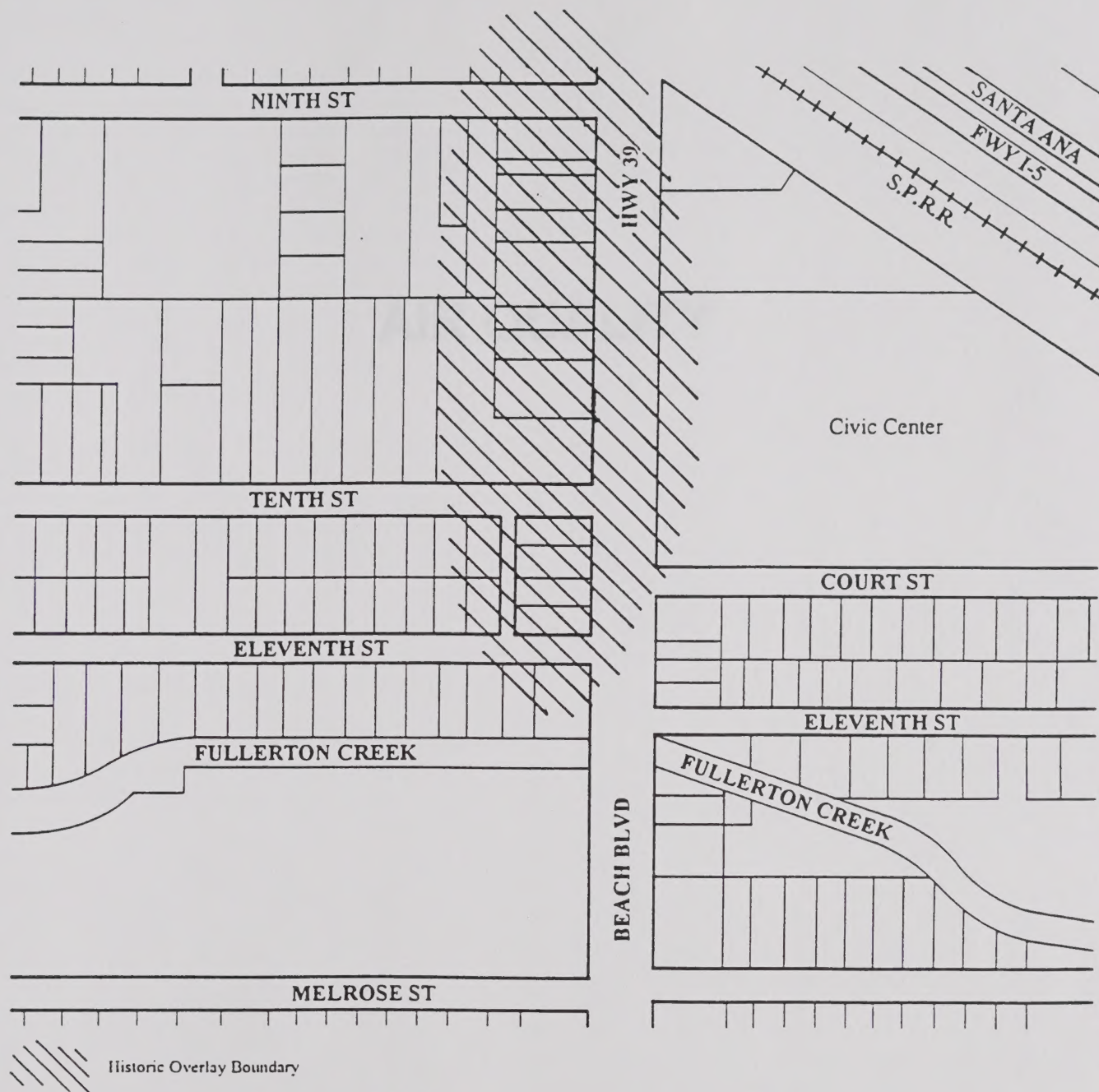
However, the area designated as *Malvern/Dale Planned Development* (located south of Malvern Avenue in the North Planning Area) includes an open space area that may be set aside for wetland mitigation. Land within the site will be preserved for wetland mitigation due to the channelization of the Brea Creek Channel.





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|--------------------------------|-------------------------------|--|
| ① Emery Borrow Fossil Pit Site | ⑦ Wm. E. Tice House | ⑬ Women's Club |
| ② Los Coyotes Monument | ⑧ Stage Hotel | ⑭ Lily Creamery Site |
| ③ Dr. D. W. Hasson Home * | ⑨ Knott's Berry Farm | ★ Relocated to the Historic Overlay District |
| ④ Whitaker-Jaynes Estate ★ | ⑩ Old Maizeland School | * Structure demolished in 1987 |
| ⑤ Bacon House ★ | ⑪ George Trapp House | |
| ⑥ Warren Building | ⑫ First Congregational Church | |





ALITY

SECTION 7: AIR QUALITY ELEMENT

INTRODUCTION TO THE AIR QUALITY ELEMENT

Preparation of an air quality element is not required under Section 65302 of the California Government Code, but Section 65303 does authorize local jurisdictions to adopt additional elements which they deem appropriate for their community. However, cities located within the boundaries of the South Coast Air Quality Management District are required to implement measures to improve local air quality. The City of Buena Park has incorporated appropriate and relevant federal, state, and district mandates regarding transportation and trip reduction into this Air Quality Element. The Air Quality Element consists of the following sections:

- **Air Quality Overview.** This section provides an overview of existing air quality in the City and in the surrounding region. A more detailed discussion of the existing air quality is provided in the *Master Environmental Assessment* prepared as part of this General Plan.
- **Air Quality Element Goals and Policies.** Individual goals outlining strategies to improve local air quality are listed in this section.
- **Air Quality Plan.** The Air Quality Plan indicates federal, state, and regional programs that are to be implemented at the local level.



AIR QUALITY ISSUES AND OPPORTUNITIES

Overview of Air Quality in the Region

Pursuant to adoption of the federal Clean Air Act, the U.S. Environmental Protection Agency (USEPA)

established national ambient air quality standards. The California Air Resources Board (CARB) establishes state air quality standards under the mandate of the Mulford-Carrell Act. These standards are considered the maximum ambient levels permissible for each air pollutant, so as not to adversely affect public health and welfare. Currently, federal and state standards for ozone, carbon monoxide, nitrogen dioxide, and suspended particulates are often exceeded in the South Coast Air Basin.

Southern California's climate comes from the interaction of meteorological influences with the area's topography. The Pacific High, a semi-permanent high pressure atmospheric cell centered over the eastern Pacific Ocean is the most important of all meteorological influences, judged by the effects produced on ambient air pollutant concentration. During the late spring, summer, and early fall, descending warm air from the Pacific High blankets the cool layer of air close to the ground. This stable temperature inversion restricts the air pollutants' ability to disperse. Add abundant sunshine and light surface winds, both common during summer months, and the result is "photochemically" produced smog. Smog is the region's most serious air quality problem.

Overview of Local Air Quality

Indications of criteria pollutant levels in the City of Buena Park can be obtained by reviewing data collected at the two closest South Coast Air Quality Management District (SCAQMD) monitoring stations located in the cities of La Habra and Anaheim. Buena Park is located in Source/Receptor Area No. 16 of the South Coast Air Basin. The most recent three year summary of monitoring data from this station confirms the general severity of Orange County's ozone problems.

The SCAQMD publishes annual summaries indicating the number of days state and federal standards were exceeded (state standards are more stringent than federal standards). These annual summaries also indicate the highest readings for the particular station. The pollutants identified in the summary include carbon monoxide, ozone, nitrogen dioxide, sulfur dioxide, suspended particulates (PM₁₀), total suspended particulates, and sulfates. In addition, the summaries indicate the number of days state standards

for visibility were exceeded. A comparison of these summaries over time illustrates trends in air quality, except in cases where standards have changed.

As indicated previously, the City of Buena Park is located in *Receptor Area 16*. The monitoring station for the receptor area is located in La Habra. Review of summaries from 1988, 1989, 1990, 1991, and 1992 indicates a general improvement in overall air quality within the receptor area. The number of days state standards for carbon monoxide were exceeded have shown a slight decline over the five-year period. There were no days state standards for sulfur dioxide and nitrogen oxide were exceeded in Receptor Area 16 during the five year period. Finally, the number of days state standards for ozone were exceeded have shown steady declines over the past five-years.

Major sources of mobile emissions in the City include traffic on the Santa Ana Freeway and the Artesia Freeway, as well as traffic on major arterial roadways such as Beach Boulevard, Valley View Street, Lincoln Avenue, Commonwealth Avenue, Orangethorpe Avenue, and other arterial roadways in the City. There are two major *destinations* in Buena Park which generate traffic in the City: Knott's Berry Farm and the Buena Park Mall. There are a number of minor trip generators in the Entertainment Corridor, as well.

Potential stationary sources of emissions may be found in the City's industrial districts, located in the *Industrial and Central Business District* planning areas. Scattered smaller industrial activities are located along Commonwealth Avenue and Orangethorpe Avenue.



AIR QUALITY ELEMENT GOALS AND POLICIES

The Air Quality Element has been divided into eight issue areas that cover a wide range of topics: energy conservation, development standards, construction standards, special activity centers, transit improvements, roadway improvements, transportation control measures, and alternative vehicle fuels. The issue areas generally correspond to the categories of control measures included in the 1991 Air Quality Management Plan.

Energy Conservation. Continued emphasis must be placed into programs that promote waste recycling, use of recycled products and energy conservation. The following goal and supporting policies promote energy conservation in the City as a means to improve air quality.

Goal 1 - The City will seek to conserve renewable and non-renewable energy through land use policies and programs.

Policy 1.1 - Promote reduced energy consumption by existing land uses within the City.

Policy 1.2 - Promote, practice and encourage workable energy conservation techniques within Buena Park.

Development Standards. The incorporation of energy efficient construction and operational practices will be promoted in new development and redevelopment through the implementation of the following goal and supporting policies.

Goal 2 - The City will explore additional development standards which will have a measurable effect on increasing energy efficiency and improved air quality.

Policy 2.1 - Promote increased energy efficiency of new and renovated buildings, to reduce the unnecessary consumption of energy.

Policy 2.2 - Reduce emissions from mechanical equipment used in the City.

Construction Standards. Greater emphasis should be placed on the management of air pollutant emissions and soil erosion during construction activities. The following goal and supporting policy promote clean air practices in the construction phases of new development.

Goal 3 - The City will participate in and promote measures that will be effective in reducing emissions during construction activities.

Policy 3.1 - Ensure that the City is actively participating in and promoting improvement in short-term air quality impacts associated with construction activity.

Special Activity Centers. Reduction of non-work trips in the City's major special activity centers (such as Knott's Berry Farm and the Buena Park Mall) is essential to reducing traffic congestion on the arterial network, primarily during the peak tourist season. Non-work trips refer to those trips other than home-to-work commuting.

Goal 4 - The City will explore ways to reduce non-work trips within Special Activity Centers in the City.

Policy 4.1 - Continue to work with Special Activity Centers, such as the Entertainment Corridor, to assist in developing programs designed to encourage visitors to use transit instead of private automobiles to the Special Activity Centers in the City.

Transit Improvements. Development of regional transit systems, multi-modal transit systems, and a multi-modal transportation center within the City should be encouraged. The following goal and supporting policy are consistent with plans included in the Circulation Element promoting the development of a multi-modal transit station in the northern portion of the City, as well as a long range plan for a "people mover" in the Entertainment Corridor.

Goal 5 - The City will continue to work with public and private agencies to increase transit ridership and reduce automobile usage.

Policy 5.1 - Utilize public and private transit to encourage ridesharing, to minimize the reliance on the private automobile and single-occupancy ridership.

Roadway Improvements. Identified roadway, freeway, signalization, local transit, and bus improvements should be constructed to reduce congestion on arterials. The following goal and policy also support the implementation of improvements slated for the Santa Ana and Artesia Freeways.

Goal 6 - The City will continue work with public and private agencies to improve the traffic circulation on local roadways, as appropriate.

Policy 6.1 - Strive to relieve traffic congestion and improve the efficiency of the City's transportation and circulation network in an effort to improve air quality.

Policy 6.2 - Encourage implementation of planned high-occupancy vehicle (HOV) facilities along I-5 and SR-91 in the vicinity of the City, as well as other improvements proposed along the freeways.

Transportation Control Measures. Methods designed to reduce vehicle trips and vehicle miles travelled within the City will be investigated. These measures may be based on modifications of urban design or travel behavioral patterns.

Goal 7 - The City will seek to develop transportation and transit-based measures which will reduce trips and vehicle miles travelled, consistent with South Coast Air Quality Management District (SCAQMD) and Congestion Management Plan (CMP) requirements.

Policy 7.1 - Continue to support programs which are designed to eliminate air pollution within Buena Park and those sources of pollution located outside its planning boundaries which adversely affect the City.

Policy 7.2 - Consider adoption of Transportation Control Measures (TCM) in compliance with SCAQMD goals.

Alternative Vehicle/Fuels. The following goal and supporting policy encourage the use of low emission

vehicles for the municipal vehicle fleet, as well as by major employers within the City.

Goal 8 - The City will investigate the use of other means of travel and alternative fuel sources.

Policy 8.1 - Reduce air emission contributions through the use of alternative vehicular travel and alternative fuels, whenever possible.



AIR QUALITY PLAN

Residents and businesses in the City of Buena Park are subject to numerous and wide ranging regulations governing air quality. First, the federal government's involvement is underscored with the adoption of the Clean Air Act (as amended) and its implementation by the Environmental Protection Agency. The State of California is required to comply with federal clean air mandates and has, in fact, developed clean air standards more stringent than the federal standards. The California Air Resources Board is the agency charged with oversight at the state level. Finally, the South Coast Air Quality Management District is charged with the implementation and enforcement of clean air mandates from both the state and federal levels.

Federal Clean Air Requirements

The Federal Clean Air Act (FCAA), as amended in 1990, divides the nation into five categories of planning regions (ranging from marginal to extreme) and specifies new strategies for attaining federal air quality standards in each category, depending upon the severity of pollution. New strategies include mandatory annual reductions in air pollutant emissions, progressively more stringent requirements for new stationary air pollutant sources, scheduled

introduction of low emission cars and trucks, more stringent tailpipe emission standards for motor vehicles, and development of alternatives to the private automobile as the primary means of transportation.

The FCAA has designated the South Coast Air Basin, which includes Buena Park, as "extreme" for ozone, and requires attainment with the federal ozone standard by the year 2010. The region has also been designated as "serious" for carbon monoxide (CO), and requires attainment of federal CO standards by the year 2000. Finally, the region has been designated as "serious" for PM₁₀ (suspended particulates 10 microns or less in diameter) and requires attainment with federal standards by the year 2005. The Southern California Association of Governments (SCAG) has been designated as the Metropolitan Planning Organization (MPO) responsible for ensuring compliance with the FCAA within the Basin.

State of California Clean Air Requirements

The 1988 California Clean Air Act (CCAA) requires all air districts in the State of California to endeavor to achieve and maintain specified ambient air quality standards for ozone, carbon monoxide, sulfur dioxide, and nitrogen dioxide by the earliest practicable date. As indicated previously, California's ambient air standards are generally stricter than national standards for these same pollutants.

Based on pollutant levels, the 1988 California Clean Air Act divides non-attainment areas into three categories (moderate, serious, and severe) to which progressively more stringent requirements apply. Buena Park is located in the area classified as a "severe" non-attainment area for ozone, carbon monoxide, and nitrogen dioxide. This means that the South Coast Air Basin, according to the CCAA, is not expected to attain and maintain the applicable state standards until December 31, 1997, or later. The air quality districts in "severe" non-attainment areas are required to revise their air quality management plans to include specified emission reduction strategies and to meet milestones in implementing emission controls and achieving more healthful air quality. For "severe" non-attainment areas, the new control requirements also include:

- An indirect and area source control program;
- Best available retrofit control technology (BARCT) for existing sources;
- A program to mitigate all emissions from new and modified permitted sources;
- Transportation control measures necessary to attain a 1.5 average passenger vehicle ridership during weekday commute hours; and
- Significant use of low emission vehicles by fleet vehicles.

The CCAA also includes several additional goals and requirements, including reducing district-wide emissions, vehicular trips and vehicle miles travelled. It requires ranking of control measures by priority and cost effectiveness; no net increase in vehicle emissions after 1997; and a reduction in overall population exposure to ambient pollutant levels in excess of the applicable standards by at least 50% of 1986-88 levels by December 31, 2000.

As a result of the Air Toxics "Hot Spot" Information and Assessment Act of 1987 (AB 2588), the SCAQMD is responsible for identifying potential stationary source emitters of toxic air contaminants within the South Coast Air Basin. To comply with this Act, SCAQMD has developed a list of known toxic air contaminant emitters and prioritized them into three categories: A (high priority), B (intermediate priority) and C (low priority). According to their most recent annual report, dated February, 1993, there is one location within the City of Buena Park that is an emitter of toxic air contaminants. The facility located on Aragon Circle is considered to have an intermediate priority by the SCAQMD, although a health risk assessment has not been developed for this location at this time.

Regional Air Quality Planning Framework

The SCAQMD, in coordination with SCAG, prepared the 1991 *Air Quality Management Plan* (AQMP) which is the current regulatory framework for attaining federal and state air quality standards in the

Basin, and is particularly focused on compliance with the California Clean Air Act (CCAA).

According to the AQMP, attainment of all federal clean air standards is to occur no later than the year 2000 for carbon monoxide and nitrogen dioxide, the year 2005 for PM₁₀ and the year 2010 for ozone. State standards would be attained no later than the year 2000 for nitrogen dioxide and the year 2010 for carbon monoxide. State standards for ozone and PM₁₀ would not be achieved until after the year 2010 and would not be attained with full implementation of the current AQMP. Also, future AQMP revisions would need to identify additional control measures to attain the state ozone and PM₁₀ standards.

The AQMP includes additional *Tier I, II and III* control measures, and market-based incentive strategies to meet targets for emission reduction. The AQMP also includes revisions to the 1989 AQMP conformity guidelines. The short-term, or Tier I, component of the AQMP is action-oriented. It identifies specific control measures under existing technology. The control measures consist mainly of stationary source controls that will be the subject of SCAQMD rule-making, the California Air Resources Board adopted motor vehicle emissions standards and fuel specifications, and federally-adopted programs to reduce emissions from sources under federal jurisdiction.

The AQMP measures exceed the emission reduction requirements of the 1988 California Clean Air Act in terms of per capita pollutant exposure, but the measures will not meet the 5% per year emission reduction requirements in the 1988 California Clean Air Act. The 1988 California Clean Air Act also requires that per capita exposure to unhealthy pollutant levels be reduced by 25% by the year 1994; 40% by the year 1997; and 50% by the year 2000.

The AQMP measures meet this second requirement for ozone, carbon monoxide and nitrogen dioxide. Thus, although the AQMP does not meet the 1988 California Clean Air Act target for a 5% emissions reduction per year, it achieves the 1988 California Clean Air Act alternate target of emissions reductions to the "maximum extent feasible."

Air Quality Improvement Programs

In order to achieve the federal and state ambient air quality standards, the AQMP outlines a variety of control measures that will assist in reducing emissions from various sources within the South Coast Air Basin. A number of these programs can be implemented by the City:

- Building and development standards in the City's Uniform Building Code that meet or exceed State Title 24 building requirements will be examined and adopted, as feasible.
- An Energy Conservation Manual applicable to new and renovated structures that illustrates the range of conservation techniques currently available may be prepared. The manual may also describe the potential net savings in energy consumption and the monetary savings over time versus capital investment.
- The City will continue tree planting programs in new or redevelopment projects.
- The City will evaluate the development of an ordinance which eliminates or restricts the use of leaf blowers in the City.
- Specific City staff will remain informed on newly proposed and adopted SCAQMD and County regulations and rules, as well as state and federal legislation directed at improving short-term construction and demolition air emissions.
- The City will consider the designation of a City representative that is given specific responsibilities for tracking changes and updates to the State and Federal Clean Air Acts, the Air Quality Management Plan, the South Coast Air Quality Management District's Air Quality Handbook, and their applications.
- The City will establish standard conditions of approval or mitigation measures regarding construction activities and the use of construction equipment. Standard conditions of approval or mitigation measures regarding the use of low emission methods and materials for building construction will also be established.
- The City will consider the establishment of a procedure which encourages developers to utilize or incorporate the use of transit facilities and other innovative transportation systems, for the design of all new development and redevelopment through various incentives, including reduced roadway capital improvement costs otherwise required as traffic mitigation.
- The City will continue to actively pursue the development of a multi-modal transportation center that serves the regional transportation needs of Buena Park and its visitors. The potential to connect major attractions in the City with specific transit and/or transportation systems will also be examined.
- The City will examine existing roadway facilities that approach the City's level of service thresholds to determine the cause for service deterioration.
- The City will strive to maintain or achieve minimum Level of Service "D" for all roadways and intersections in the City, pursuant to the County's Congestion Management Plan.
- The City will continue to study transportation control measures identified by SCAQMD, such as parking management techniques, which may be implemented to induce carpooling, vanpooling or use of other modes of transportation.
- The City will consider disseminating information regarding alternative modes of transportation, including carpooling, vanpooling, bicycling, walking and bus ridership.
- The City will consider purchasing low emission vehicles, such as electric cars and vehicles utilizing propane, methane, etc., for use in the City's vehicle fleet.
- The City will consider offering incentives to major employers in Buena Park who incorporate low emission vehicles, such as electric cars, and vehicles utilizing propane, methane, etc., for use in their vehicle fleet.

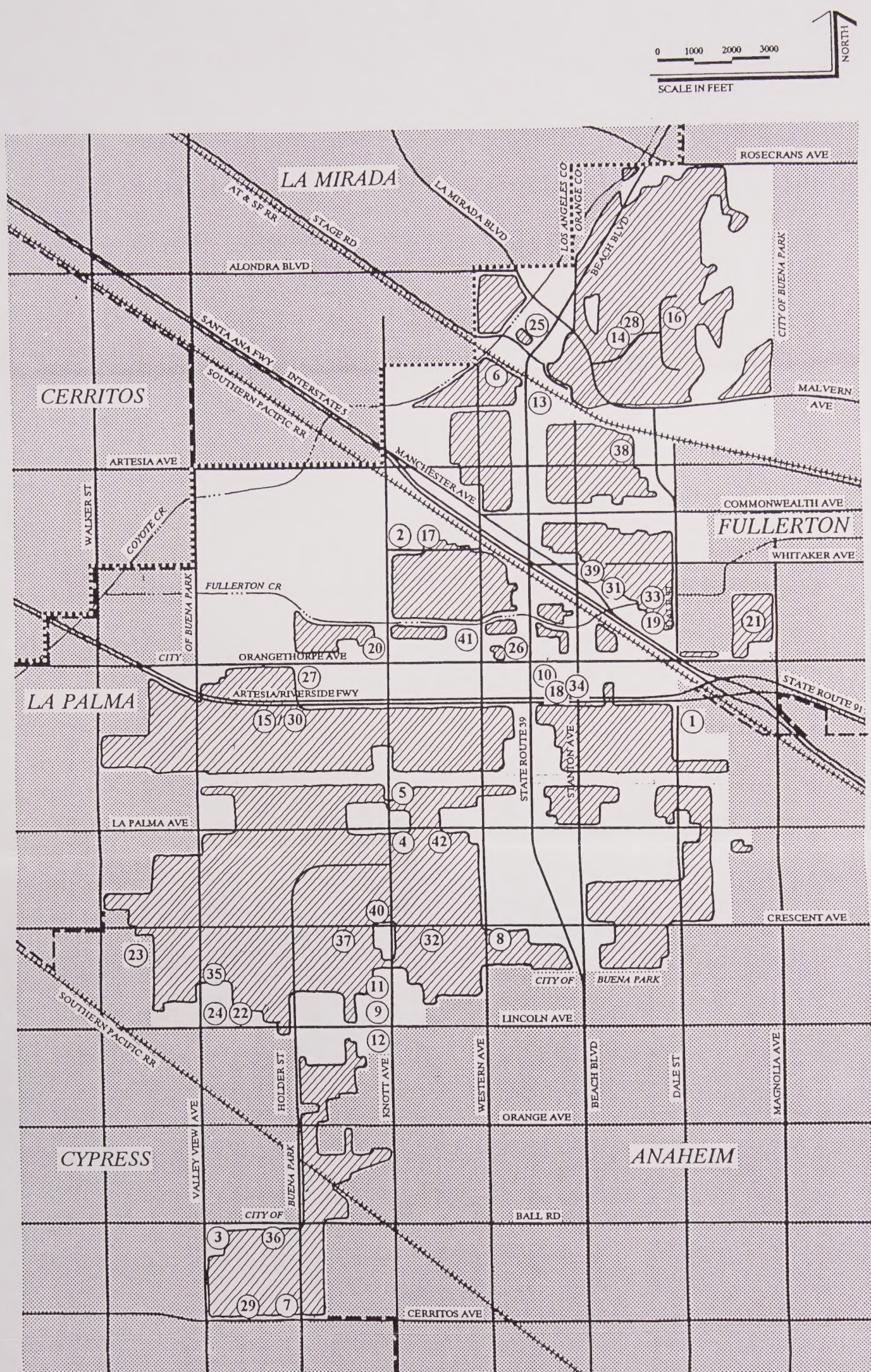
Local Transportation Demand Management Ordinance

The City recently revised the Transportation Demand Management Ordinance Guidelines for new projects which require the preparation of a Traffic Impact Analysis pursuant to CMP requirements. The Traffic Impact Analysis must include a Transportation Demand Management Plan describing the proposed trip level and outlining proposed transportation demand management measures for the proposed project to achieve the trip level proposed. The transportation demand management measures must be appropriate for the project's size, land use, location, and existing/available transportation facilities. Potential measures for future development may include:

- Local roadway improvements that will be effective in reducing congestion.
- Site design which promotes pedestrian/transit interconnection between residential neighborhoods and commercial land uses, parks, and schools.
- Facilities designed to promote public transportation, such as park-and-ride lots, multi-modal transportation centers, and information centers which provide information regarding alternative transportation modes, will be promoted by the City.
- The City will strive to implement the transit and busway improvements outlined in the Circulation Element.

- Preferential parking spaces and loading areas for carpool and vanpool vehicles.





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|---------------------------------|----------------------------------|--------------------------------|---|
| 1 Boisseranc Park | 16 Charles G. Emery Elementary | 31 First Congregational |  Residential Areas |
| 2 George Bellis Park | 17 Carl E. Gilbert Elementary | 32 Good Shepherd Preschool | |
| 3 Larwin Park | 18 Mabel C. Pendleton Elementary | 33 Messiah Lutheran Preschool | |
| 4 Community Rec. Center | 19 James A. Whitaker Elementary | 34 Pendleton School Day Care | |
| 5 Municipal Swim Stadium | 20 Buena Park Junior High | 35 Amy's Castle Day Care | |
| 6 Artesia Gardens Guest Home | 21 Buena Park High School | 36 Carousel Preschool | |
| 7 Remy's Guest Home | 22 Children's Learning Center | 37 Children's Christian Center | |
| 8 Buena Park Nursing Center | 23 Crescent Avenue Christian | 38 Happy Time Preschool | |
| 9 Orange West Care Center | 24 KinderCare | 39 Premier Christian Preschool | |
| 10 Casa Santa Maria Apartments | 25 KinderCare Learning Center | 40 Tiny Tot Motel | |
| 11 Orange West Manor | 26 St. Pius V Elementary | 41 Wee Care Preschool | |
| 12 Buena Park Comm. Hospital | 27 Speech & Language Dev. Ctr. | 42 Knott Autistic Center | |
| 13 Buena Park Doctors' Hospital | 28 ABC Academic Preschool | | |
| 14 Gordon H. Beatty Elementary | 29 Aunt Gin's Preschool | | |
| 15 Arthur F. Corey Elementary | 30 Corey Day Care | | |

TY ... is a good, reasonably well-regarded, example of fully fused is generally true. The Japanese, for instance, only ever fused with the *chi* group, as you can see from the other words listed on the table. I would, however, disagree with the statement that the Japanese are "not as good at fusing as the English." I think that's a bit of a stretch. I think the Japanese are just as good at fusing as the English, but they have a different set of phonetic constraints that make it more difficult for them to fuse with certain consonants.

SECTION 8: SAFETY ELEMENT

INTRODUCTION TO THE SAFETY ELEMENT

The Safety Element of the Buena Park General Plan, along with such supporting documents as the Master Environmental Assessment previously prepared as a part of this General Plan and the City's Emergency Operation Plan, provides the framework for the City's policy in dealing with existing in-city natural, technical, and civil hazards. A series of goals, policies, and programs in the Safety Element focus on reducing the potential loss of life and property in the event of emergencies and disasters through adequate mitigation, preparedness, response, and recovery efforts by government, residents, businesses, and visitors.

The Buena Park Safety Element consists of the following three sections:

- **Hazard Analysis.** Existing natural, technical, and civil hazards in the City are summarized in this section.
- **Safety Element Goals and Policies.** Individual goals related to community-wide public safety, along with supporting policies, are listed in this section.
- **Public Safety Programs.** Specific City programs designed to fulfill the goals and policies described in the preceding section are listed in this section.
- **Public Safety Standards.** Development standards to promote public safety in the City are discussed in this section.
- **Public Safety Plan.** Standards for siting critical facilities and evacuation routes are identified in this section.



SAFETY ELEMENT ISSUES AND OPPORTUNITIES

By virtue of its location or as the result of historical occurrence, Buena Park has the potential to be at risk from a variety of natural, technical, or civil hazards. These risks are summarized in the sections that follow and are detailed in the Master Environmental Assessment prepared as part of this General Plan.

Seismic Hazards

The City is located in a seismically active region, with a number of faults found in proximity to it. The Norwalk Fault is the only fault located within the City, though no surface faulting has been associated with this fault. Hazards associated with earthquakes include ground rupture, shaking, lurching, or failure.

Earthquake shaking can affect large areas from the point of the earthquake's origin (referred to as the epicenter). The intensity of ground motion is greatest directly above the fault and decreases away from the fault. Ground motion in the City will depend on the magnitude of the earthquake, the distance from the epicenter, and local geologic conditions.

Blind thrust faults are earthquake faults that lack surface breaks. These faults are characterized by broad folds rather than ground surface rupture. The layers of rock generally slope downward and outward from the location of the fold and surface expression is not readily evident. Several recent earthquakes have shown that blind thrust faults pose a significant seismic hazard. Their presence in Buena Park cannot be precluded and could likely be the cause of major earthquake events in the region.

A related seismic hazard of concern in the City of Buena Park has to do with *liquefaction*. Liquefaction is the loss of cohesion between soil particles due to ground shaking and the resulting ground failure, as the soils behave like liquid. Areas with fine grained sands and silty sands with groundwater within 50 feet of the surface are the most susceptible to liquefaction. Considerable portions of the City are considered to have medium to high liquefaction susceptibility.

Differential settlement potential is characterized by uneven ground settlement due to the presence of peat

and weak clayey soils near the ground surface, as induced by the weight of a building.

Seismic settlement often occurs when loose to medium dense granular soils settle during ground shaking. If settlement were uniform beneath a given structure, damage would be minimal. Due to variations in distribution, density, and confining conditions of the soils, however, such settlement is generally non-uniform (differential) and can cause serious structural damage. Such seismically-induced differential settlement can occur in both dry and partially saturated granular soils, as well as in saturated granular soils. Differential settlement may also be induced by ground failures such as liquefaction, flow slides, and surface ruptures. Generally, differential settlements due to such conditions would be much more severe than those due to densification alone.

These ground settlement hazards may be identified by on site geologic investigations that are required from individual developments.

The City requires geologic and soil reports for all new development and redevelopment. Thus, mitigation of geologic hazards is expected to be made through the recommendations of geotechnical investigations for individual projects.

Flood Potential and Inundation

Large winter storms can lead to localized flooding in the City of Buena Park, especially in its northern portion. The majority of the City is located within a designated *500-year flood plain*, where flood water depths would average less than 1 foot. In addition, there are four localized flood hazard areas which would be inundated by a 100-year flood.

There are also four dams upstream of the City which present inundation hazards: Prado Dam, Fullerton Dam, Brea Dam, and Carbon Canyon Dam.

Climatological Hazards

Southern California's climate and the region's and City's topography may result in weather-related hazards. Although tornados are infrequent in Buena Park, tornado-like winds have occurred. High winds

(and tornados) may result in damage to roofs and structural appurtenances, fallen power lines, disruption of telephone, utility, and cable television services, and blown over trees.

Hazardous Materials Incidents

A hazardous material is any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health or safety or to the environment in the event of a release. The risks posed by accidental hazardous material releases may also include long term environmental pollution and public health problems.

There are 153 hazardous materials occupancies permitted in the City. These sites present hazardous material risks to users and adjacent properties.

Transportation routes present some risk from accidental hazardous material release. The Artesia Freeway and the Santa Ana Freeway are heavily travelled routes that are open to vehicles carrying hazardous materials. Major surface streets in the City of Buena Park providing freeway access include Valley View Street, Orangethorpe Avenue, Beach Boulevard, Knott Avenue and Manchester Boulevard.

Railroads are also used for the transport of hazardous materials and wastes. Three rail lines link Buena Park to the nation's rail system, which are used by a number of trains carrying hazardous materials.

There are also a number of underground hazardous materials transmission pipelines within Buena Park. Rupture of these lines will result in leakage and possible contamination, explosion and/or fire.

Fire Hazards

As there are no wilderness areas present in the City. Urban fire hazards are largely related to structural fires involving a structure and/or its contents. The causes of such fires is often human carelessness and negligence.

Delayed reportings of fires to proper authorities, combustible construction materials, the absence of automatic sprinklers, and inadequate emergency vehicle access and water supplies can make fires

worse. Additionally, a fire occurring during periods of high velocity, low humidity winds, with or without hot temperatures, could involve a number of combustibly-constructed structures over a considerable area - a conflagration.

Electrical Hazards

Southern California Edison (SCE) provides electrical power to the City of Buena Park. Disruptions in the power supply system may be caused by a variety of human and natural activities. Should a circuit's power supply fail, adjacent circuits usually remain unaffected.

Structural Collapse

Structural collapse of an occupied building may result in casualties, including those trapped by debris. Although no significant structural collapse incidents have occurred in Buena Park's history, skyways or cantilevered balconies/cornices found in some local structures present such a potential.

Transportation Accidents

The Santa Ana Freeway and the Artesia Freeway both traverse the City and are heavily traveled by bus and truck traffic. Vehicular accidents occur along these freeways and roadways in the City.

The City of Buena Park is located in either the take-off or landing patterns of Fullerton Municipal Airport, Armed Forces Reserve Center/Los Alamitos, and Los Angeles International Airport. Post take-off or pre-landing crashes within the City have involved aircraft whose origin or destination was either Fullerton Municipal or Los Angeles International Airports. Finally, there are a number of railroads that traverse the City which may be subject to rail accidents.

Civil Disturbance

Local civil disturbances can take shape from labor unrest at large manufacturing uses or racial unrest at entertainment venues, in public schools, and in ethnic enclaves.

Terrorism

The Knott's Berry Farm Amusement Park is one of the five most frequented entertainment attractions in

the nation and, thus, a potential target of terrorist attack.



SAFETY ELEMENT GOALS AND POLICIES

The Safety Element is divided into six topical areas - seismic and geological hazard mitigation, flood hazard management, public education programs, development evaluation, emergency services, and emergency management organization - each with a corresponding goal and one or more supporting policy statements.

Seismic and Geologic Hazard Mitigation

The City's proximity to the Norwalk, Whittier, Newport-Inglewood and other regional faults, along with a medium-to-high potential for ground failure due to liquefaction in some areas, present a known risk. While seismic activity can not be prevented, the potential loss of life or property in the event of such a disaster can be reduced through adequate mitigation, preparedness, response, and recovery efforts by government, residents, businesses, and visitors.

Goal 1 - Recognize existing and potential seismic and geologic hazards to the community and implement programs to reduce potential impacts.

Policy 1.1 - Seek to avoid or minimize the seismic risk to existing developed areas and new and redeveloping areas of the City by carefully designating land uses and requiring special building design (in accordance with the latest adopted Uniform Building Code) in identified fault zones and in hazard areas of ground rupture, shaking, lurching, and failure.

Policy 1.2 - Ensure that appropriate mitigation measures relative to terrain, soils, slope stability and erosion are required for development and redevelopment in order to reduce hazards.

Flood Hazard Management

There are a number of areas in the northern portion of the City that could be subject to periodic flooding problems. In addition, the City is located within the alluvial plains formed by the Santa Ana River and other natural or technical tributaries. The protection of life and property from flood hazards is the principal objective of the following goal and supporting policy.

Goal 2 - Seek to provide adequate flood protection from 100-year flood frequency storms.

Policy 2.1 - Ensure acceptable risk levels to structures and land uses which are appropriate for flood hazard areas.

Public Education Programs

The City of Buena Park provides a number of programs designed to educate residents, businesses, and visitors about day-to-day public safety issues, as well as recommends ways to prepare for and react to a local or regional disaster.

Goal 3 - Seek to provide public safety education programs to residents, businesses, and visitors.

Policy 3.1 - Provide public safety education/information, focusing on potential in-city natural, technical, and civil hazards; the prevention of life or property-threatening events; and the appropriate preparation for and reaction to local or regional disasters by the public.

Development Evaluation

The following goal and supporting policy support the City's commitment to evaluate public safety impacts of future development and redevelopment proposals.

Goal 4 - Ensure that all development and redevelopment is reviewed for compliance with City

codes for adequate protection of public health and safety.

Policy 4.1 - Continue to review all development and redevelopment proposals.

Emergency Services

Buena Park maintains an adequate level of emergency services. The following goal and supporting policies serve as the basis for service levels to be maintained.

Goal 5 - Seek to provide adequate levels of emergency services to meet the service demands and known risks of the City.

Policy 5.1 - Provide cost-effective levels of emergency services for the protection of residents, businesses, and visitors.

Policy 5.2 - Respond to 80% of all in-city emergency incidents within a five minute or less response time.

Emergency Management Organization

Being cognizant of existing natural, technical, and civil hazards and maintaining an adequate state of preparedness are two of the most effective ways to reduce the potential loss of life and property in the event of a local or regional disaster. The following goal and supporting policies underscore the City's commitment to emergency and disaster preparedness.

Goal 6 - Reduce the potential for loss of life and property in Buena Park due to natural, technical, and civil disasters by maintaining an optimum state of preparedness in the event of a community-wide disaster.

Policy 6.1 - Strengthen coordination among City officials and between City officials and other agencies that provide disaster response or relief services.

Policy 6.2 - Cooperate and coordinate with transportation and flammable gas/liquid distribution companies to ensure that adequate emergency plans are operational.



PUBLIC SAFETY PROGRAMS

In order to fulfill the City's public safety goals and policies described in the preceding section, specific City programs need to be implemented. Divided into the same six topical areas as the aforementioned goals and policies, these programs have been developed to reduce the potential loss of life and property from natural, technical, and civil emergencies through adequate mitigation, preparedness, response, and recovery efforts.

Seismic and Geological Hazard Mitigation Programs

- Periodically update and revise the City's building and development codes, where necessary, to include appropriate technological advances in building construction and land use control methods.
- The City will enforce the requirements of the Uniform Building Code relative to seismic design for all new development.
- The City will continue to require geologic and soils reports for all new development and redevelopment, especially in identified areas of the Norwalk Fault Zone.
- The City will require appropriate foundations in accordance with the Uniform Building Code, for structures requiring a building permit, to mitigate or minimize the effects of ground rupture, shaking, lurching, or failure during a seismic event.
- The City will require appropriate mitigation measures and/or conditions of approval on development and redevelopment to reduce geologic hazards and risk.

- Schools, hospitals, and critical facilities (fire, police and emergency service facilities) shall follow the standards outlined in the State Building Code (Title 24 of the California Administrative Code).

Flood Hazard Management Programs

- For development and redevelopment located in areas identified as the 100-year flood plain, the requirements of the City's Uniform Building Code and the National Flood Insurance Protection Program need to be met.
- The City will continue to participate in the National Flood Insurance Program.
- The City will work with the Orange County Flood Control District and the U.S. Army Corps of Engineers, Los Angeles District to ensure future flood control plans incorporate adequate seismic safety measures.
- The City will continue to implement programs, as needed, to comply with National Pollutant Discharge Elimination System requirements, based upon the County-wide National Pollutant Discharge Elimination System Program.

Public Education Programs

- The City will continue the Neighborhood Watch Program in residential areas.
- The City will continue providing a recurring program of public education/information which focuses on both the prevention of life or property-threatening events and the appropriate reaction to those emergencies by the population.
- The City will ascertain whether or not to continue to allow the possession, sale, or discharge of fireworks in the City.

Development Evaluation Programs

- The City will enforce the requirements of the Uniform Building Code and Uniform Fire Code for development or redevelopment to reduce fire and life safety hazards.

- The City will review development and redevelopment proposals to require adequate emergency vehicle access and water supply for firefighting purposes.
- The City will give special consideration to structures of historic significance which do not meet the requirements of the Uniform Building Code and the Uniform Fire Code.
- The City will continue to require the installation of built-in fire protection systems in developed and redeveloped structures to enhance the capabilities of the regular on-duty Fire Department staffing resources in order to maintain an acceptable level of risk.
- The City will incorporate building and site planning features in development and redevelopment to reduce flood damage risks.
- The City will incorporate building and site planning features in development and redevelopment which allow for defensible space; provide adequate access for emergency vehicles; and provide adequate water supply.

Emergency Services Programs

- The City will continue the use of traffic signal pre-emption devices on emergency vehicles and traffic signals within the City to give direction of travel priority to emergency vehicles.
- The City will periodically review, revise, and/or update, where appropriate, fire service automatic and mutual aid agreements with other jurisdictions.
- The City will maintain a complement of appropriately constructed fire stations to meet the Fire Department's mission and the community's changing conditions.
- The City will provide a complement of appropriately designed major fire apparatus and light emergency vehicles (including reserves) to meet the Fire Department's mission and the community's changing conditions.
- The City will periodically review Fire Department response data to ascertain the appropriateness of the distribution of existing fire-rescue companies.

- The City will periodically review Fire Department response data to ascertain whether or not the need exists for Fire Station No. 3 to be staffed with paramedic-trained personnel.

Emergency Management Organization Programs

- The City will periodically update, as appropriate, the City of Buena Park Emergency Operations Plan to meet the City's changing conditions and/or needs.
- The City will periodically conduct mock disaster exercises on a departmentwide and Citywide basis, to familiarize those City departments participating in the City's emergency organization, with the City Emergency Operations Plan and to prepare them to respond in an appropriate and timely manner in the event of an emergency or disaster.
- The City will periodically review the emergency plans of transportation and flammable gas/liquid distribution companies.



PUBLIC SAFETY STANDARDS

This section of the Element details the standards that will be applicable to future development or actions, in order to promote public safety in Buena Park.

Land Use and Development Standards

The City has developed the following standards that will be effective in eliminating or reducing hazards, in protecting residents from existing hazards, and in promoting emergency preparedness in the City:

- ***Land Use Regulations.*** The City regulates land uses to avoid the creation of hazards or to prevent

exposure to hazards. The land use standards focus on development intensity and population density. Lower density development in areas subject to hazards will reduce risk exposure. An example is the land use controls applicable to areas near the Fullerton Municipal Airport.

■ **Site Planning Regulations.** The City regulates development plans throughout the City to minimize the exposure of residents to risks. Specific concerns include earthquake faults, industrial areas, high pressure gas lines, and flood areas. An example is the designated flood risk zones indicated in the General Plan (Land Use and Safety Elements) and the additional review and mitigation required for development in these areas.

■ **Building Regulations.** Building standards provide minimum requirements for construction. They ensure that all buildings and structures are safe for occupancy and use. The City has adopted building codes, fire safety codes, fire-retardant construction, reinforced masonry requirements, hillside standards, and earthquake design standards.

■ **Activity Regulations.** The City is empowered to regulate activities which unnecessarily expose residents to hazards. This includes restricting activities in areas subject to risk or the preparation of survey and investigation prior to development, and other regulations.

The Buena Park General Plan, through the Safety Element, also establishes safety standards that address a wide range of hazards and risks. These standards are discussed in the following sections.

Land Use and Site Planning Standards

The Safety Plan recognizes the presence of seismic hazards in the City as identified in the *Master Environmental Assessment*. These hazards include the Norwalk Fault, areas of high liquefaction risk, accidents involving hazardous materials, flood hazards, and areas subject to inundation in the event of dam or levee failure. The following standards shall apply to identified hazard zones:

■ **Seismic Risk.** Geologic investigations should be performed for major projects within 1,000 feet of the Norwalk Fault trace (as indicated in the Element).

Buildings should be located away from the fault, as much as possible.

■ **Inundation Risk.** Developments within dam and reservoir inundation areas, identified in this Element, should be informed of evacuation procedures and warning systems.

■ **Flood Risk.** Projects within or near identified flood hazard areas, identified in this Element, should be constructed to withstand floodwaters at a capacity of the 100-year flood, or should include storm drain or other improvements to eliminate potential flooding.

■ **Contamination Risk.** Residential neighborhoods and other facilities where large numbers of people are employed or gather near hazardous material users, high pressure gas lines, high voltage power transmission lines and power distribution plants should be buffered by landscaping, setbacks, or walls.

■ **Structural Risk.** Existing buildings not constructed to current code standards and located within hazard zones or existing structures which are susceptible to damage from on site hazards should be rehabilitated at the earliest time possible. The Buena Park Development Services Department and Fire Department have set standards for building design and construction to minimize fire hazards.

Fire Prevention Standards

The Buena Park Fire Department is regularly involved in the review of development proposals in the City. The Fire Department approvals are among those required for a development proposal to proceed. Fire prevention standards include fire flow standards, response time standards, and access/development standards.

Fire Flow Standards

The City of Buena Park Fire Department requires 1,500 gallons per minute flows at 20 pounds per square inch for low density residential areas. Fire flows for medium and high density residential, commercial, and industrial uses are evaluated on a case-by-case basis. In Buena Park, required fire flows is approximately 8,200 gallons per minute for at least 10 hours, or emergency reservoir capacity of five million gallons. The City's Public Works

Department will continue to regularly review the system's adequacy and reliability to meet daily and emergency demands.

The capacity of the existing water system is approximately 37,310 gallons per minute. The ability of a water system to accommodate peak flows can be determined by the use of a peaking factor. The *Insurance Services Office* sets water peaking factors for the maximum month, maximum day, and peak hour supply. Buena Park's water system meets peaking factor criteria for the maximum month and maximum day, but falls slightly short for the peak hour factor.

To ensure emergency water supply throughout the City, new construction will continue to be required to meet specific fire flow standards. Fire flows for individual structures will be calculated according to size of the structure (floor area), type of construction (wood, non-combustible, fire-resistive), building height, availability of sprinkler systems, distance between buildings, and type of occupancy. Guidelines for estimating the required fire flow are available at the City of Buena Park Fire Department. The Department's Fire Prevention Bureau determines the minimum flows for new construction based on building plans. Developers will continue to be responsible for providing adequate fire flows.

Fire/Emergency Response Standards

To minimize the injury and damage that may be caused by accidents and disasters, the City of Buena Park has established standards for response times. Emergency calls (police and fire) should have a response time of five minutes or less in urban areas. The Department will continue to strive or exceed the 5 minute or less response time for 80% of the calls for emergency service.

Emergency Access/Development Standards

The Buena Park Fire Department has established minimum widths for adequate fire access: 60 feet for residential uses and 64 feet for commercial uses. The Fire Department, in most cases, also requires residential and commercial development to have a 25-foot driveway width for fire truck and equipment access. Existing developments are inspected periodically to ensure minimum safety standards are

being met. Fire sprinklers are required for all new structures which exceed 2,500 square feet, as well as when additions or modifications create a structure larger than 2,500 square feet. Additionally, fire retardant roof coverings are also required under certain conditions.

In order to facilitate fire fighting response, the City will strive to meet the following standards:

- There should be sufficient access for emergency vehicles and for the evacuation of residents in all areas of the City. New development will be required to be accessible to Fire Department apparatus by way of access roadways with all-weather driving surfaces capable of supporting the imposed loads of fire apparatus.
- Two or more access routes should be provided for all developments.
- Roadways should also allow two-way traffic, with room for on-street parking (where permitted) and emergency vehicle access at all times.
- The required width of any fire apparatus access road shall not be obstructed in any manner, including parking of vehicles. Minimum required widths shall be maintained at all times.
- The Fire Chief shall have the authority to require an increase in the minimum access widths where such width is not adequate for fire or rescue operations.
- Fire Department approved turnarounds shall be required when dead-ending access roadways/driveway exceed 300 feet.
- Improved walking access will be required to connect vehicular access with the required ingress and egress of the building. Required walking access shall be designed to prevent sharp turns or obstacles which would hinder the carrying of ground ladders, other hand-held equipment, or rescue equipment.
- All these roadways/driveways shall be labeled as "Fire Lane."

Risk Abatement and Emergency Preparedness

Preparing for an emergency before it happens will result in a substantial reduction in loss of life, injury, and property damage. This calls for the development of an emergency preparedness program that ensures adequate facilities and manpower to handle certain disasters in the City.

When hazards cannot be avoided, protecting residents from the damaging effects of a hazard becomes a priority. This may be effectively accomplished by ensuring facilities and services are able to respond to emergency situations.

Prevention Programs

The most effective way of reducing or eliminating risks to public health and safety is to avoid the creation of hazards and conditions that present a risk. Certain types of hazards may be avoided by controls on land uses, development locations, activities, alteration of conditions, and building standards.

The damaging effects of a hazard may be reduced through prevention or abatement programs. Abatement may involve the rehabilitation of existing hazardous buildings to correct construction deficiencies. Hazardous buildings include buildings which may collapse during an earthquake or are highly susceptible to fire, flooding or geologic hazards. They include buildings constructed before the adoption and enforcement of current codes requiring earthquake-resistant construction design, electrical system regulations, and fire prevention standards.

Flood hazards in the City may be reduced by the provision of adequate flood control facilities. Existing flood zones in the northern portion of the City will be eliminated over time as development and accompanying mitigation takes place.

Activities and operations at the Fullerton Municipal Airport and any plans for future development will be monitored. The City will consider the recommendations of the Fullerton Municipal Airport Noise and Safety Committee, and take appropriate actions, in order to minimize existing and future safety impacts of the airport.

The Public Safety Programs discussed earlier will be effective in hazard and accident prevention.

Emergency Preparedness

Print media, television, and radio are effective tools to inform the general public of safety guidelines and measures. Schools also serve as an avenue to teach children at an early age of the various safety practices and procedures.



SAFETY PLAN

The implication of the Land Use Plan's implementation are discussed in this section. In addition, this section of the Safety Element indicates standards for the siting of critical facilities and emergency evacuation routes are identified.

Implications of the Land Use Plan on Public Safety

The General Plan will not result in development or activities that will result in new risks or hazards to the City. An important focus of this General Plan is to promote high quality new development while, at the same time, rehabilitating or removing substandard structures.

The General Plan's implementation will introduce new development into key areas of the City. To a great extent, the Plan maintains the character and distribution of development in most areas. For example, the residential neighborhoods will be maintained and preserved. While new industrial development is promoted in the City, this new development will be confined to those areas where they are presently permitted.

The Land Use Element and supporting land use policy for the City of Buena Park will result in new development in a number of key areas of the City:

- The Element promotes the conservation and maintenance of established residential neighborhoods which will continue to be the predominant land use under this General Plan. The City will need to continue to promote code enforcement, rehabilitation and redevelopment, particularly in those areas of the City containing older structures. These efforts will be beneficial in terms of public safety in that unsafe structures will be removed or rehabilitated.
- The commercial and manufacturing districts will be preserved and maintained. Code enforcement efforts will continue to identify substandard structures or practices that may lead to accidents in the future.
- The Element establishes a *Planned Development* designation that encourages high quality development. Three key areas of the City have been so designated: the Big T site; the Malvern/Dale area; and the Lincoln Avenue area. These areas will involve newer and higher density development that will be subject to further review by law enforcement and fire prevention authorities to promote safety in the design of future development. The Malvern/Dale area will require careful review due to the presence of major substructures, flooding constraints, and the site's proximity to the Norwalk Fault.
- The Element promotes the development of a business center along the Santa Ana Freeway corridor through the establishment and implementation of the *Manchester Corridor Specific Plan*. This area will be the centerpiece of businesses and office development midway between downtown Los Angeles and southern Orange County. Plans for this area need to consider safety-related issues to ensure that this major population center is not subject to unacceptable risks or hazards.
- The Element promotes the revitalization and redevelopment of the *Central Business District* through the adoption and implementation of a specific plan to expand the depth of commercial properties along Beach Boulevard. This redevelopment effort will be beneficial in terms of improving circulation in the area.
- The Element provides for the continued development and expansion of auto dealerships as part of the development of the *Auto Dealership*

Specific Plan. No substantial safety concern is anticipated with this proposal.

- The Element provides for a new *Regional Commercial* designation which has been assigned to the Buena Park Mall to promote continued development in the area. This Mall is also a major population center in the City and all existing and future structures, including parking structures, must be able to withstand the forces of a major earthquake.

The Master Environmental Assessment prepared as part of this General Plan provides a detailed inventory of those risks that should be considered in future planning.

Earthquake Planning Scenario for Buena Park

Scientists expect a major earthquake of Magnitude 8.0 or greater to hit Southern California within the next fifty years. The San Andreas fault is expected to generate a major quake in excess of 8.0 on the Richter scale, since the last major earthquake on the San Andreas occurred in 1857. The Newport-Inglewood fault was the source of the 1933 Long Beach earthquake (Magnitude 6.3). A major earthquake of Magnitude 7.0 on this fault is expected to result in significant damage within the highly urban areas of LA and Orange counties. The California Division of Mines and Geology published reports describing the effects that Southern California could expect in the event of an 8.3 magnitude earthquake along the San Andreas and a 7.0 magnitude earthquake along the Newport-Inglewood fault. Impacts from such an earthquake are described below:

- ***Freeways.*** Freeway damage in Orange County is expected to be slight. A moderate earthquake along the Newport-Inglewood, Whittier-Elsinore or other faults may result in structural damage to overcrossings and the Artesia/Santa Ana Freeway transition. Under worst case conditions, structural damage to freeway overcrossings could sever ground links between the southern half and the northern portions, of the City, for a time.
- ***Railroads.*** The greatest damage will be in locations directly affected by surface fault rupture. Local railroad facilities are not anticipated to experience major disruption in the event of an 8.3

magnitude earthquake on the San Andreas Fault. Local earthquakes (Norwalk, Whittier, etc.) where surface rupture is possible could effect rail transit. The Santa Fe and Southern Pacific lines are likely to be closed for less than 72 hours.

■ **Communications.** The major impact on communications will come from circuit overloading. The communications systems will be less than 25% effective one day after the earthquake. The systems will be less than 50% effective three days after the earthquake.

■ **Water Supply.** The City and other communities in the area will need to draw on local reserves for water. Major facilities bringing water into Southern California from Northern California will be severed (the San Andreas Fault bisects the California Aqueduct).

■ **Power.** The five major power generating plants in the Huntington Beach-Long Beach area will sustain some damage. The major substations in Orange County will also experience some damage. Two substations in the Hacienda Heights area will experience major damage. Approximately one-third of the power consumed in the region is imported through facilities that would experience damage from an 8.3 magnitude earthquake on the San Andreas Fault.

■ **Commercial and Industrial Development.** Major structural damage in the City will be less than that for other areas located nearer to the epicenter of an 8.3 magnitude earthquake on the San Andreas Fault. Earthquakes nearer to the City (6.5 to 7.5 magnitude) could result in damage to larger commercial and industrial buildings, parking structures, and any remaining unreinforced masonry structures.

The City is located in a zone of moderate liquefaction which could result in structural damage. Secondary fires and contamination may also be a problem in the industrial districts.

■ **Residential Development.** Typically, wood frame residential construction responds well to the effects of ground shaking and lateral movement. Injuries more often occur as a result of falling household objects rather than from structural failure. Older multi-story multiple-family structures (constructed prior to more

stringent codes developed following the 1933 Long Beach earthquake and the 1971 Sylmar earthquake) are at risk. This is especially true in the event of a moderate or major earthquake (6.5-7.0 magnitude) on a local fault such as the Newport-Inglewood or Whittier Fault.

■ **Human Services.** The City will be isolated (as is true for other cities) for at least 24 to 72 hours and much of the emergency and support services that will be required immediately following a major earthquake will need to draw from local resources, as well as those outside the City. Thousands of workers and visitors to the City are likely to be stranded in the City for a time.

The adequacy of emergency services for the City will continue to be evaluated and planned for in the City's Emergency Plan. The City's Emergency Plan includes the provision of emergency medical facilities, temporary shelter, communications equipment, and emergency water and food supplies. Emergency shelters in the City have to be reviewed for adequacy and accessibility to all residents of the City.

Standards for the Siting of Critical Facilities

As indicated previously, a major earthquake is likely to affect the Buena Park area sometime during the planning period. While the scope of damage can not be predicted at this time, facilities will need to be set aside to serve as emergency housing, first aid centers, and for other emergency purposes. These *critical facilities* provide emergency services (fire and police, utilities, communication systems) and serve people who are injured or displaced during a disaster.

In order to allow these services to be functional during a disaster, building standards for critical facilities should exceed those required for other structures. Also, these facilities should be located away from identified hazards areas, such as the Norwalk Fault zone and areas subject to other risks. The following standards should be followed for designating structures or sites as critical facilities:

■ Critical facilities should not be located along a fault trace, as may be identified by site-specific geotechnical investigations.

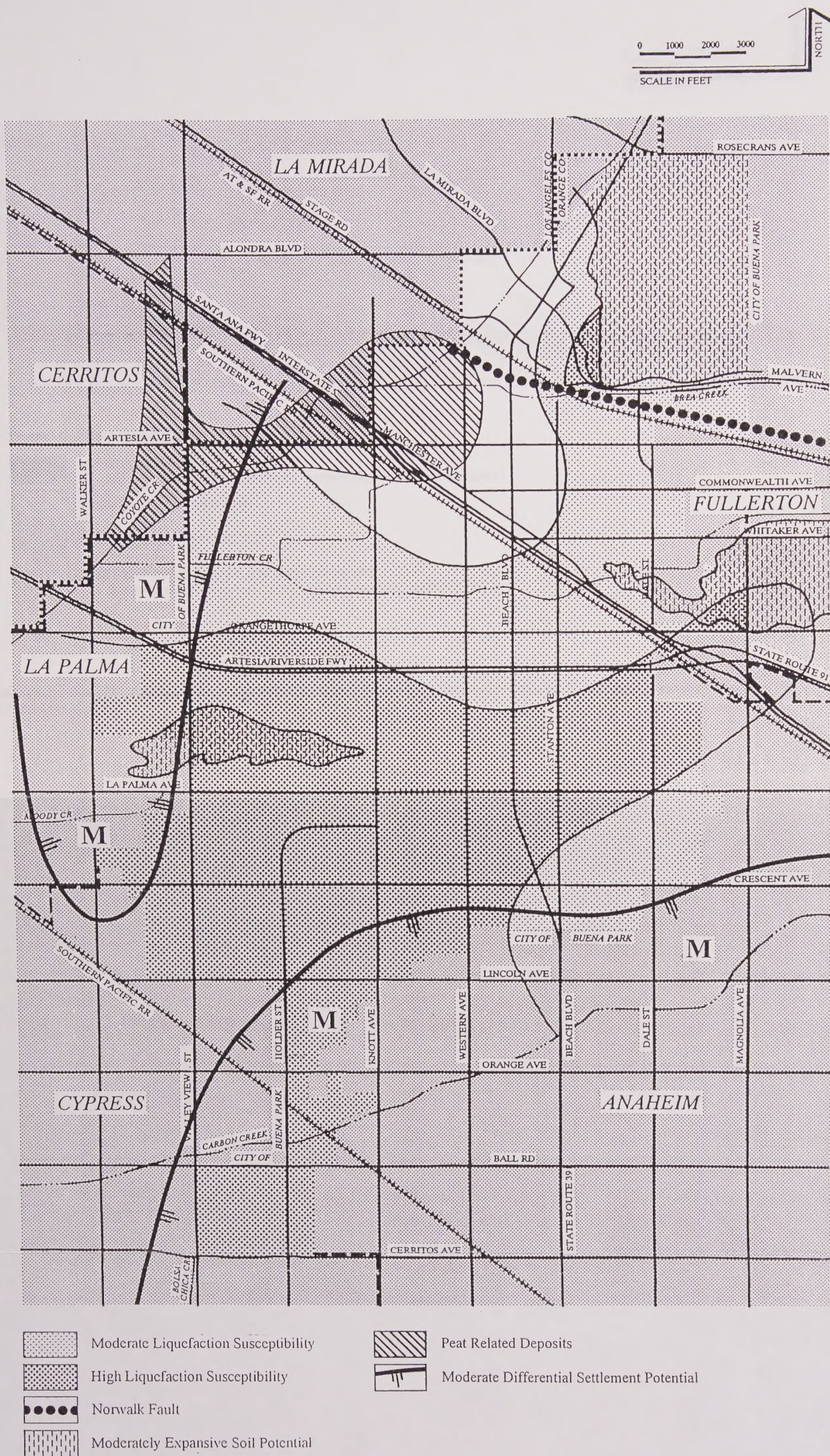
- Facilities should be designed for earthquake resistance and to remain fully operational in the event of a large earthquake.
- Critical facilities should not be located on areas with high potential for liquefaction or flooding.
- Facilities should be equipped to function independent of other critical facilities. Emergency back-up facilities should be provided.
- The City should review the stability of existing critical facilities to ensure that they would be able to function during a disaster. As with the rehabilitation

of hazardous buildings, critical facilities should be given greater attention and stricter standards. The *care and shelter* facilities have been identified in this plan.

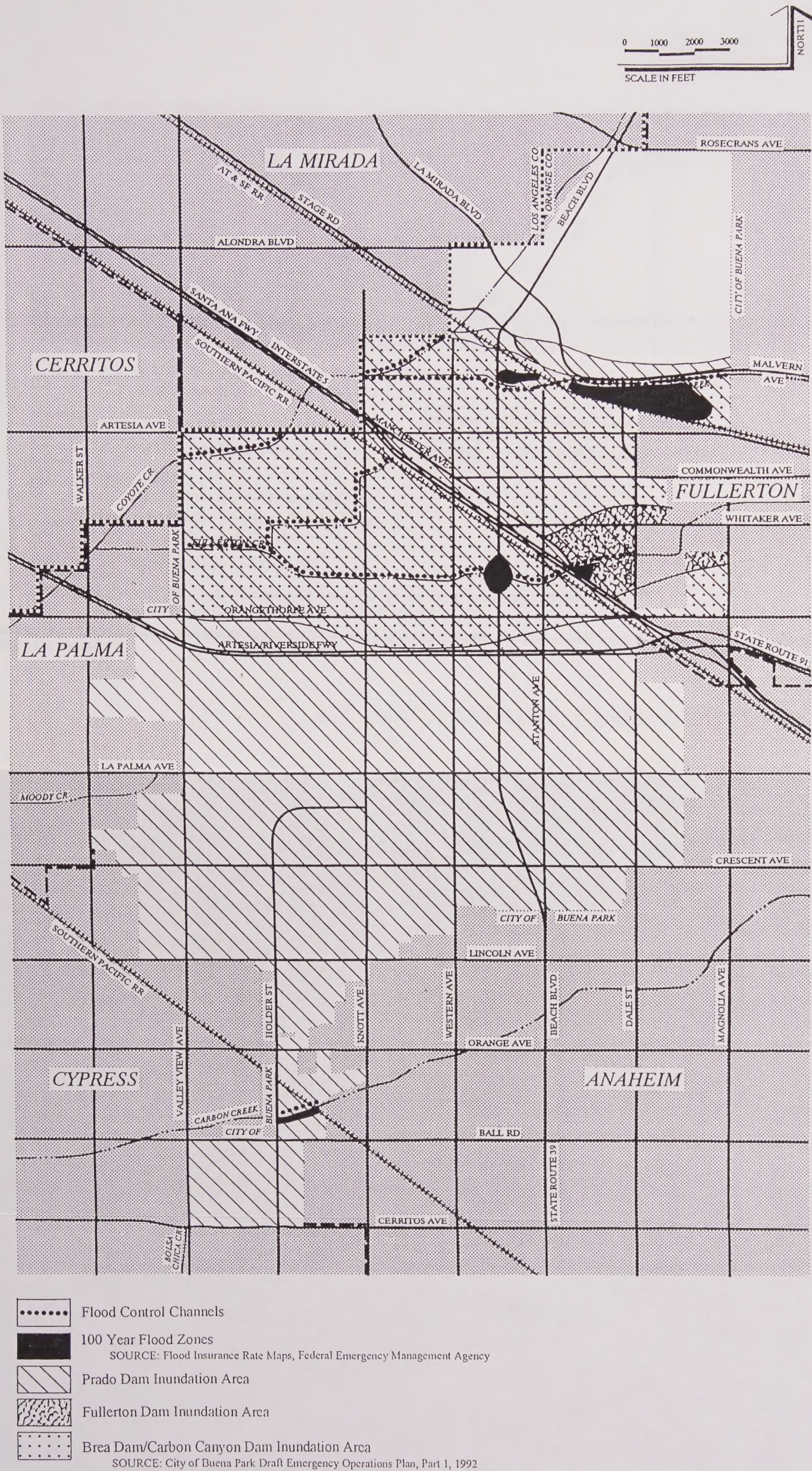
Emergency Evacuation Routes

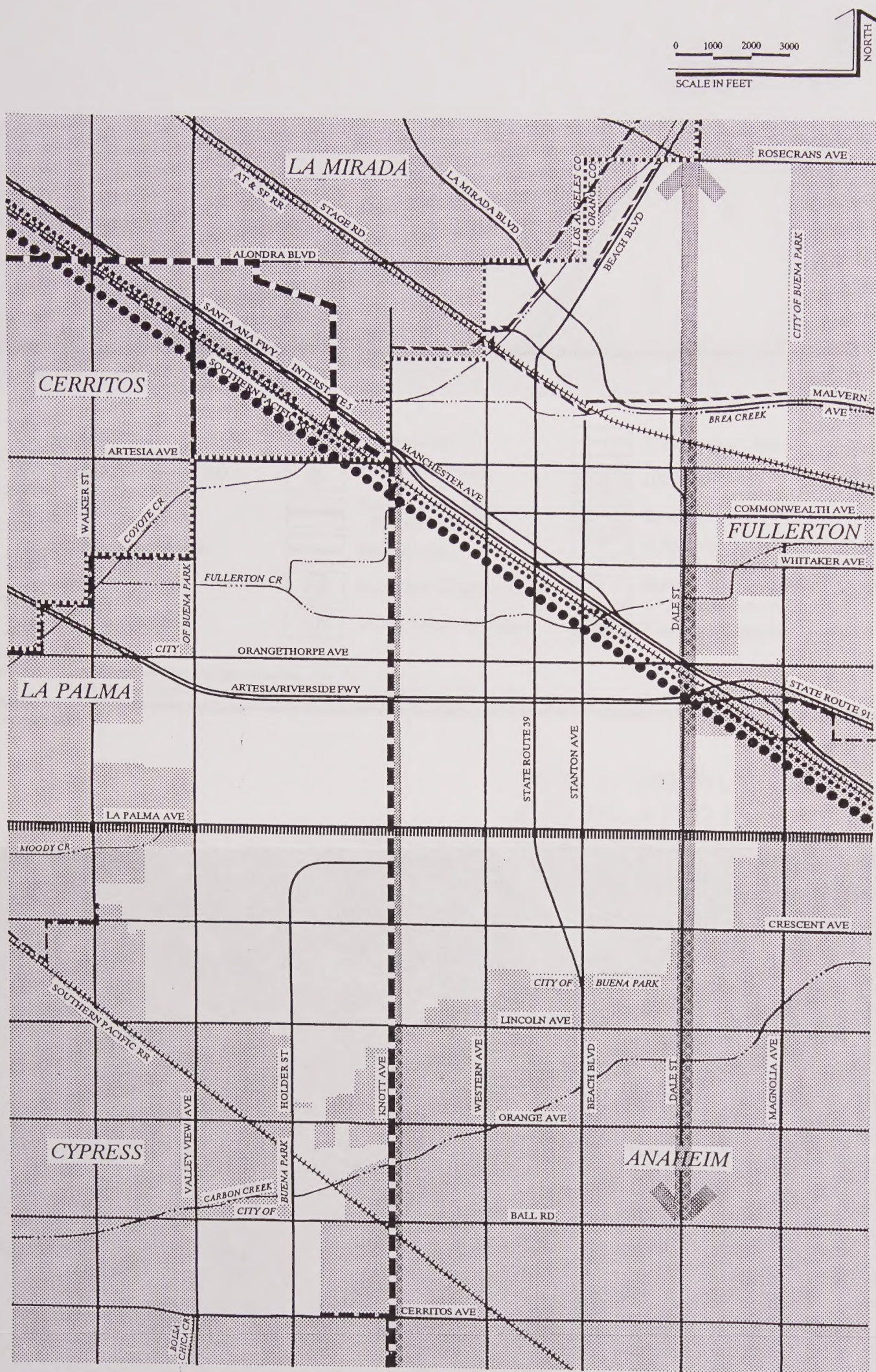
During disasters, evacuation may be necessary for a large number of residents. Emergency evacuation routes are designated in this plan. Residents will be informed of evacuation procedures for fire, floods, earthquake, hazardous material spills, or other disaster.

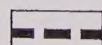
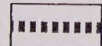
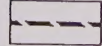
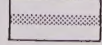
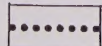
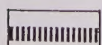
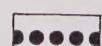
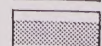




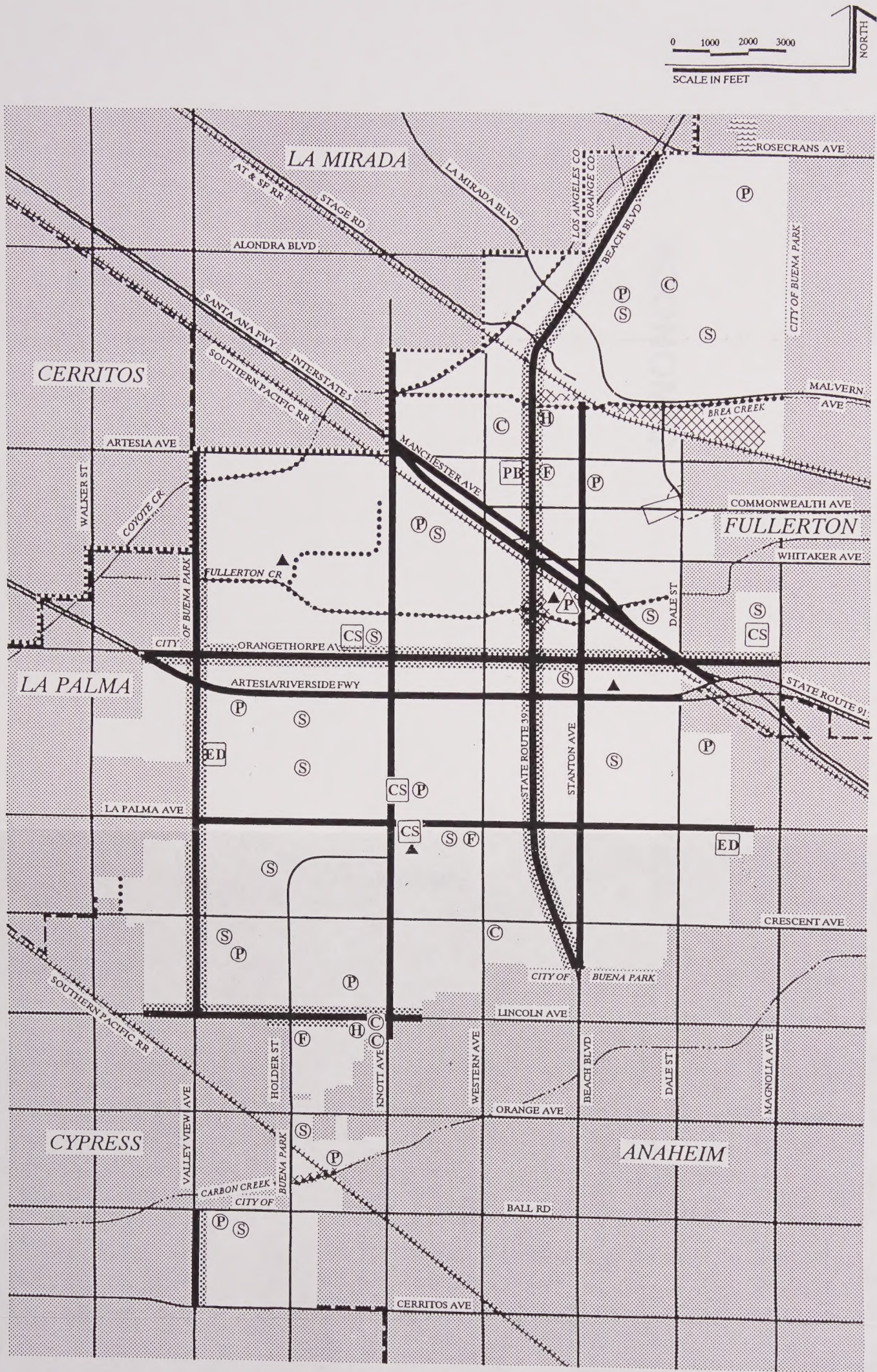
SOURCE: Hannan Geotechnical, Inc.





-  Chevron USA, Inc. (El Segundo to Paramount & Huntington Beach Products Pipeline)
2 - 8" Oil Lines & 1 - 6" Natural Gas Line
-  Chevron USA, Inc. Pipeline
-  Chevron USA, Inc. Natural Gas Line
-  Golden West
1 - 12" Oil Line & 2 - 6" Natural Gas Lines
-  San Diego Pipeline Co. (Norwalk to San Diego)
1 - 16" Oil & Natural Gas Line
-  30" High Pressure Natural Gas Main
-  1 - 8" U.S. Navy Aviation Fuel Line
-  MWD 55" High Pressure Water Main

SOURCES: Chevron USA, Inc., Pipelines-Southern California Division; San Diego Pipeline Route Map, Line Section 5; City of Buena Park, Emergency Map



- | | | |
|----------------------------|--------------------------------------|--|
| Fire Stations | City Buildings | Flood Control Channels |
| Police Department - E.O.C. | Parks and Recreation Open Space | 100-Year Flood |
| Hospitals | Freeway and Major & Primary Highways | Reservoir |
| Convalescent Homes | Railroad Lines | Fullerton Municipal Airport Accident Potential Zone CZ |
| Schools | Pacific Bell Telephone Center | Fullerton Municipal Airport Accident Potential Zone II |
| Care and Shelter | So. Cal. Edison Sub Station | Emergency Evacuation Routes |

SOURCES: City of Buena Park Draft Emergency Operations Plan, Part 1, 1992
Airport Environs Land Use Plan, Airport Land Use Commission for Orange County, 1990

ECO

SECTION 9: ECONOMIC ELEMENT

INTRODUCTION TO THE ECONOMIC ELEMENT

The purpose of the Economic Element is to provide a framework for new development, revitalization, and redevelopment in the City. The Economic Element promotes the creation of new opportunities for future economic growth and development within Buena Park. The Element, at the same time, strives to achieve and maintain a balance between a healthy local economy and environmental quality.

Economic growth and development are crucial to the City for three reasons: (1) a healthy local economy preserves the community's employment base; (2) a reliable supply of goods and services to consumers within the community is maintained; and (3) the City is provided a source of revenue to pay for needed public services and infrastructure.

The importance of economic development in long range planning is underscored by the inclusion of an Economic Element into the Buena Park General Plan. The Element is *optional* in that it is not mandated under state law. Once adopted, however, the Economic Element has the same force of law as the other Elements that comprise the City's General Plan. The City of Buena Park Economic Element consists of the following sections:

■ ***Economic Development Issues and Opportunities.***

The character of existing economic development, as well as opportunities and constraints that must be considered in future development and redevelopment are summarized in this section.

■ ***Economic Element Goals and Policies.***

Individual goals related to economic development, along with supporting policies, are listed in this section.

■ ***Economic Development Plan.*** The Economic Development Plan establishes a strategy for economic development in the City.

Overview of Economic Development Policy

The Economic Element is closely linked to the Land Use Element which indicates the location and extent of existing and future development. Both Elements,

through their policies and programs, seek to accomplish the following:

- The Economic Element and the Land Use Element both focus on the maintenance and preservation of the existing industrial districts in the City.
- The Economic Element supports land use policy calling for the development of a business center along the I-5 corridor through the establishment and implementation of the Manchester Corridor and Auto Dealership specific plans.
- The Elements promote the revitalization and redevelopment of the central business district through the adoption and implementation of a specific plan which promotes increasing the depth of commercial properties along Beach Boulevard, north of the Santa Ana Freeway to foster viable commercial redevelopment.
- The Elements provide for a new *Regional Commercial* designation which promotes continued expansion of the Buena Park Mall area. The General Plan also promotes the continued expansion of the Entertainment Corridor.
- An important policy focus is to promote the retention of businesses throughout the City.
- The Economic and Land Use Elements provide for the continued implementation of the *Beach Boulevard Entertainment Corridor Specific Plan* and the expansion of the Plan to promote the development of a conference center and supporting uses.
- The maintenance of the City's housing stock and Buena Park's ability to provide homes for employees is stressed throughout the General Plan. The City is committed to making Buena Park a desirable place to both live and work.



EXISTING ECONOMIC DEVELOPMENT

A History of Economic Development in Buena Park

During the first half of this century, Buena Park's growth was slow and gradual, with the annual population growth rate at about 100 persons per year. The City first developed around a nucleus of small shops and businesses which reflected the needs of the agricultural community they served.

A major development "boom" in the City occurred in the postwar years and continued on into the 1950's. During this period, an average of 4,000 persons settled in the City each year. Commercial development started to change toward neighborhood shopping centers, in response to the rapid housing development of this period. The Buena Park Shopping Center was established at La Palma and Stanton Avenues and quickly became the regional commercial center for the area.

During this same period, commercial development catering to tourists started in the area encompassed today by Knott's Berry Farm.

As development in the City progressed, the importance of agriculture as a local industry declined and was replaced by retailing, professional services, and manufacturing.

With the exception of Nutralite, Nabisco, Kraft Foods, and Seven-Up Bottlers, industrial development was not prominent during this period due to the significant industrial development that was still occurring in Los Angeles. Industrial development in the City was further constrained by the lack of regional transportation infrastructure, such as the freeways, that were to follow shortly.

As *suburbanization* occurred in the 50's and 60's, there was increased demand for supporting services. Between 1961 and 1966, at least five neighborhood center supermarkets, the May Company, and the Movieland Wax Museum were constructed. This period also signaled the construction of major regional freeways in the area which promoted industrial development in Buena Park. Roughly one-half of the current industries located in the City were

constructed during this period. One of the earliest industries was Lucky Foods, which seemed to set the trend for warehousing distribution industries.

From 1967 to 1970, the majority of the commercial development was oriented toward the tourist trade, with Japanese Deer Park and Movie World Cars of the Stars being the two major developments, in addition to Knott's Berry Farm. While these two businesses are no longer in operation, they have been replaced with other businesses catering to tourist entertainment. There was also some commercial development, most notably K-Mart, the Treasury, and Handyman during this period. A number of these stores have since been replaced by new retailers, with the most recent addition being Fedco, within the Buena Park Mall.

Industrial development during this time was fairly extensive, with a number of existing companies expanding and new companies relocating to the City. The majority of these new developments, however, were rather small operations, with the exception of J.C. Penney. Typically, industrial development during this period was a warehousing operation or other non-labor intensive industrial use.

The years of 1971 to 1976 marked a period of continued commercial development characterized by smaller scale infill development. The exception to this was tourist-oriented developments such as Le Baron Hotel (now the Buena Park Hotel) and Holiday Inn, plus several restaurants. Industrial development during this period was also primarily infill development within established industrial districts. New industrial development during this period included the Yamaha Motor Corporation.

In the 1980's, the City's rate of development slowed. In fact, the Economic Element prepared during this period indicated that growth virtually ceased except for some industrial development. In hindsight, we can see that the City was entering a transitional phase. According to the 1980 Census, there were 64,165 persons in the City. According to the 1990 Census, there were 68,784 residents. This represents an increase of 4,619 persons or a 0.7% annual increase in population between 1980 and 1990.

An Overview of Current Economic Conditions

At the present time, there are approximately 100 manufacturing firms in the City. The largest firms, in terms of employment, include Kraft, Georgia Pacific, Leach, Nutrilite, Nabisco Brands, Mead Packaging, and Alloy Diecasting.

Major non-manufacturing commercial employment generators include Lucky Stores, Knott's Berry Farm, J.C. Penney, Yamaha International, Buena Park Hotel, U.S. Amada, and Noland Paper.

According to current employment estimates developed as part of the County of Orange Growth Management Plan, there are 39,069 jobs in the City. (The State Economic Development Department estimates employment in the City at 38,600.) In the beginning of the current decade, the entire Southern California region entered an economic recession which may have an impact on growth and development for the remainder of the decade.

The County experienced six years of steady growth in employment up to 1991. Since that time, the County has experienced declines in the number of new jobs created with a corresponding increase in the unemployment rate. The much publicized unemployment rates for neighboring Los Angeles County (which at times was greater than 13%) far exceeded Orange County's unemployment rate in 1992 which ranged between 5.4% and 5.8%.

The State Economic Development Department projections anticipate the County's unemployment rate will fall to 4.7% in 1996, which is much lower than the State, regional, or national average. It is notable however, that the 4.7% unemployment rate projected for 1996 is still considerably higher than the unemployment rates for 1987 (3.3%), 1988 (3.0%), 1989 (2.9%), and 1990 (3.3%). The 1993 unemployment rate in Buena Park is 6.3% according to the State Economic Development Department.

Relationship of the Existing Plans to Economic Development

There are a number of existing plans and ordinances that are integral to economic development in the City.

The major implementing plans and ordinances include the City's zoning ordinance (which indicates the location and development standards for new and existing commercial and industrial development), redevelopment plans, and the Beach Boulevard Entertainment Corridor Specific Plan.

■ ***Zoning Ordinance.*** The City of Buena Park Zoning Ordinance and Map are critical to the implementation of this General Plan. The important relationship between local general plan and zoning ordinances are emphasized by State planning law which requires consistency between the two.

■ ***Redevelopment Plans.*** The City formed a Redevelopment Agency in 1979. The City has established three project areas which outline strategies and guidelines for the redevelopment of physically and economically blighted areas of the City. The three redevelopment project areas include the: *Central Business District Project Area (Project Area I)*, *Redevelopment Project Area II*, and *Redevelopment Project Area III*.

■ ***Specific Plans.*** General Plan development policy calls for continued implementation of the *Beach Boulevard Entertainment Corridor Specific Plan* and the preparation of three new specific plans for the CBD Project Area (the Project Area includes that portion of the City between the Santa Ana Freeway and the Santa Fe Railroad alignment). Implementation may rely, to a large extent, on redevelopment assistance to accomplish the aims of the General Plan and the individual specific plans.

Jobs/Housing Balance

The City is located in the *Northwest Orange County* subregion, according to SCAG's Growth Management Plan. The year 2010 housing forecast for this subregion is 645,200 housing units, which is 148,200 units more than the 1984 housing stock. The projected employment for the year 2010 is 941,500, which is 261,300 additional jobs over the 1984 levels.

SCAG has developed *jobs/housing ratios* for the individual subareas that make up the region. The jobs/housing ratio is simply the ratio of employment to housing units within the subregion. Under ideal circumstances, an ideal match between job and housing opportunities will allow people to live in the

areas where they work. The 1984 jobs/housing ratio for the Northwest Orange County subregion was 1.34, which means that there were 1.34 jobs for every housing unit. The jobs/housing ratio for the year 2010 is projected to reach 1.44. The ideal jobs/housing ratio for 1984 was 1.27 and for the year 2010 is 1.22. As is evident, the region was slightly jobs-rich in 1984. The subregion will become more jobs-rich in the future, compared to the projected available housing units.



ECONOMIC DEVELOPMENT GOALS AND POLICIES

The City is committed to economic development and revitalization, as is evident from past redevelopment programs; efforts to obtain grants for revitalization; and the City's commitment to being a partner with local businesses. The City's objectives for economic development cover a wide range of issues which serve as the policy framework for the Economic Element. Key policy recommendations related to economic development in the City include the following:

- The City will continue to actively pursue redevelopment.
- Opportunities for the development of a corporate business center will be examined.
- The "Auto Row" area will be enhanced and expanded.
- The City's land use planning efforts will continue to work to achieve a balance between commercial and residential development.

- The City will continue to actively pursue business retention, as well as new business development within the City.

- The City will encourage entertainment uses and linkages between Knott's Berry Farm and the Buena Park Mall area.

The following goal and supporting policies call for the retention and expansion of the City's commercial and industrial employment and tax base, as well as the continued focus on the City's entertainment uses, auto dealerships, and the Buena Park Mall.

Goal 1 - In order to promote a balanced and dynamic economy which supports a high standard of services and facilities for Buena Park, the City shall strive to maintain or improve, when possible, the fiscal viability of the City; the employment opportunities within the City; the mix of industrial uses; and the economic viability of commercial development and tourist attractions within the City.

Policy 1.1 - Promote the redevelopment and revitalization of the central business district in accordance with the adopted Redevelopment Plan and proposed specific plans.

Policy 1.2 - Encourage opportunities for expansion of the existing redevelopment project areas for sites within the City which are found to be physically and/or economically blighted.

Policy 1.3 - Encourage maintenance and expansion of tourist commercial and entertainment uses along the Beach Boulevard Corridor.

Policy 1.4 - Promote the improvement and revitalization of existing strip commercial areas and neighborhood shopping centers.

Policy 1.5 - Encourage a balance of commercial uses within the City to meet the needs of residents and visitors.

Policy 1.6 - As a means of increasing employment and the sales tax base, promote a better mix of industrial uses within the City through emphasis on manufacturing and point-of-sale distribution facilities.

Policy 1.7 - Encourage a diversity of housing types within the City to provide opportunities for people to both live and work in the City.

Policy 1.8 - Promote diversification of the City's tax base.

Policy 1.9 - Facilitate increased patronage at the Buena Park Mall, as well as other commercial and industrial facilities.

Policy 1.10 - Maintain or expand the infrastructure to keep pace with the development envisioned under the Land Use Plan.

Policy 1.11 - Encourage the retention and promote the expansion of the City's employment base, through a business retention and attraction program and a balance of appropriate land uses.

Policy 1.12 - Encourage and support the maintenance of entertainment uses and linkages between Knott's Berry Farm and the Buena Park Mall.



ECONOMIC DEVELOPMENT PLAN

The urbanization that occurred in the 50's and 60's, the completion of local freeways, and an industrial and economic transformation that followed in the 70's and 80's, had a subtle but dramatic impact on the local economy.

Local businesses along well-travelled local roadways found themselves bypassed by the new freeways. National and international companies introduced a new element of competition for local businesses. The Southern California region emerged as a growth center for the emerging and ever promising Pacific Rim trade. Advances in industrial and manufacturing

techniques changed the make up of the local labor force and placed new demands on the educational system to provide an efficient and well-trained labor force. Finally, changes in consumer preferences and behavior has had a dramatic impact on how local businesses must operate. The challenge of this Economic Element is:

- To ensure that existing businesses in the City providing jobs, services, and revenue are retained;
- To promote Knott's Berry Farm, the Entertainment Corridor, and the Buena Park Mall and to emphasize their importance as a major tourist destination;
- To support the revitalization of the City's older central business district, strip centers, and neighborhood retail centers;
- To maintain the existing industrial, manufacturing, and warehousing districts in the City;
- To promote and market the City as a new and emerging office and professional center that is centrally located in the Southern California region;
- To target and encourage those commercial and retail activities that will be beneficial in terms of employment and revenue generation; and
- To mobilize City resources, where feasible, to serve and assist the business community and to promote business development and business retention.

Relationship of the Land Use Plan to Economic Development

The Economic Development Element and the Land Use Element are closely linked through the Land Use Plan which indicates the location and intensity of commercial, industrial, and residential development. The Land Use Plan assigns a land use designation to every parcel in the City, which corresponds to one or more zone districts. The various commercial and industrial designations are summarized below:

- **Tourist/Entertainment.** A single land use category that focuses on the entertainment and tourist-related land uses that are unique to the City of Buena Park. This designation serves as an underlying

General Plan land use designation for Knott's Berry Farm and the *Beach Boulevard Entertainment Corridor Specific Plan Area*.

■ **Commercial.** More than 296 acres of land are designated as *Commercial*, which provides for a wide range of commercial land uses characterized by convenience, neighborhood, and community shopping centers, auto retailing and service, as well as individual commercial establishments.

■ **Regional Commercial.** Has been assigned to the Buena Park Mall area. The rationale for the Regional Commercial designation is to permit the development of larger, more intensive development to further augment existing commercial uses.

■ **Office/Professional Development.** This land use designation is assigned to approximately 28 acres of land scattered throughout the City. This designation is designed to promote or retain development that is exclusively office-related.

■ **Light Industrial.** Industrial and manufacturing activities included in the *Light Industrial* designation may range from business parks to smaller multi-tenant developments.

■ **Industrial.** This land use category is reserved for larger, more intensive activities involved in manufacturing, warehousing, and/or distribution. Land designated as *Industrial* is mostly confined to an area west of Knott Avenue and north of Orangethorpe Avenue in the Industrial Planning Area.

■ **Commercial Service.** The *Commercial Service* designation applies to parcels that serve a wide range of commercial functions and light industrial uses which are unique and typically should not be placed in commercial core areas.

■ **Planned Development.** The *Planned Development* designation outlines future development for three areas of the City. The designation is designed to promote development appropriate and unique to the site.

Target Areas for New Commercial Revitalization and Redevelopment

A number of areas of the City have been targeted for future economic development efforts within the Land Use Element. They have been assigned a Specific Plan overlay to permit more precise planning. The Specific Plan overlay designations provided for in the Buena Park Land Use Element include the following:

■ **Beach Boulevard Entertainment Corridor Specific Plan.** This specific plan designation corresponds to the portion of the City primarily along Beach Boulevard that, to a great extent, is currently included in the adopted *Beach Boulevard Entertainment Corridor Specific Plan*. General Plan land use policy calls for an amendment to the *California District* of the Beach Boulevard Entertainment Corridor Specific Plan, which would expand the District's boundaries to incorporate the Sequoia Athletic Club facility and focus future development on conference-related uses.

■ **Central Business District Specific Plan.** The land use policy calls for a Specific Plan designation which will promote new investment and redevelopment in Buena Park's original downtown. The specific plan will expand the area where commercial development is permitted (Fullerton Avenue on the west and Homewood Avenue on the east) and establish standards that will promote lot assembly and shared parking.

■ **Manchester Corridor Specific Plan.** The General Plan acknowledges the importance and visibility of this area by promoting a mix of intensive office and supporting commercial and residential development. Because of its proximity to the I-5 Freeway and Beach Boulevard, this new specific plan area represents a major opportunity for new office center development in Buena Park.

■ **Auto Dealership Specific Plan.** The General Plan promotes the continued development of the "Auto Row" along a highly visible and freeway-accessible corridor adjacent to the I-5 Freeway and in nearby parcels located along Beach Boulevard. Land use policy for the auto dealership area supports ongoing efforts for expanding automotive dealerships and supporting retail uses in this area and to tailor

development and signage standards so they meet the needs of the auto dealerships.

Employment in the City

According to projections prepared as part of the *County of Orange's Growth Management Plan*, 5,611 jobs will be added in the City between 1990 and the year 2000, an increase of over 14%. The same projections see accelerated job growth following the turn of the century with more than 9,000 new jobs added between the years 2000 and 2010.

These projections are consistent with the job growth that may be created as part of the successful implementation of the land use policy. Table 9-1 indicates the land area that will be devoted to certain types of commercial and industrial development under the Land Use Element. The square footage of development is then projected and is based on an adjusted floor area anticipated with this future development. Finally, the employment estimates are provided based on the floor area projections.

Affordable Housing Strategy

The Federal Government has established a new requirement that each state and local government must prepare a strategy for addressing the affordable housing needs within the community. Affordable housing is also important to the City in that housing affordability is an important consideration to businesses that may wish to locate in the City to ensure availability of housing for their employees. The City's affordable housing strategy establishes six priorities and supporting programs:

■ ***Housing Preservation.*** A number of programs will be used including the Single Family Rehabilitation Program, Rental Rehabilitation Program, Code Enforcement, Leveraging Programs, and Community Pride Program. The General Plan supports this priority by preserving existing residential neighborhoods in the City.

■ ***Improved Living Condition.*** Programs focusing on improved living conditions for very low and low income households include rental assistance, rental unit rehabilitation, tenant assistance, and fair housing education.

■ ***Home Ownership.*** Programs focusing on ways to assist lower and moderate income households in the purchase of homes include the Down Payment Assistance Program and the Community Lending Program.

■ ***Housing Assistance.*** Programs providing support services and assistance to households in danger of losing their homes include the Emergency Foreclosure Program, Emergency Rent Relief, and coordination with social service agencies.

■ ***Preservation of Affordable Housing.*** The City is concerned with the preservation of affordable housing and support services for residents with special needs. Programs include the Single Family Rehabilitation Program, Support Services for the Elderly, and New Senior Housing.

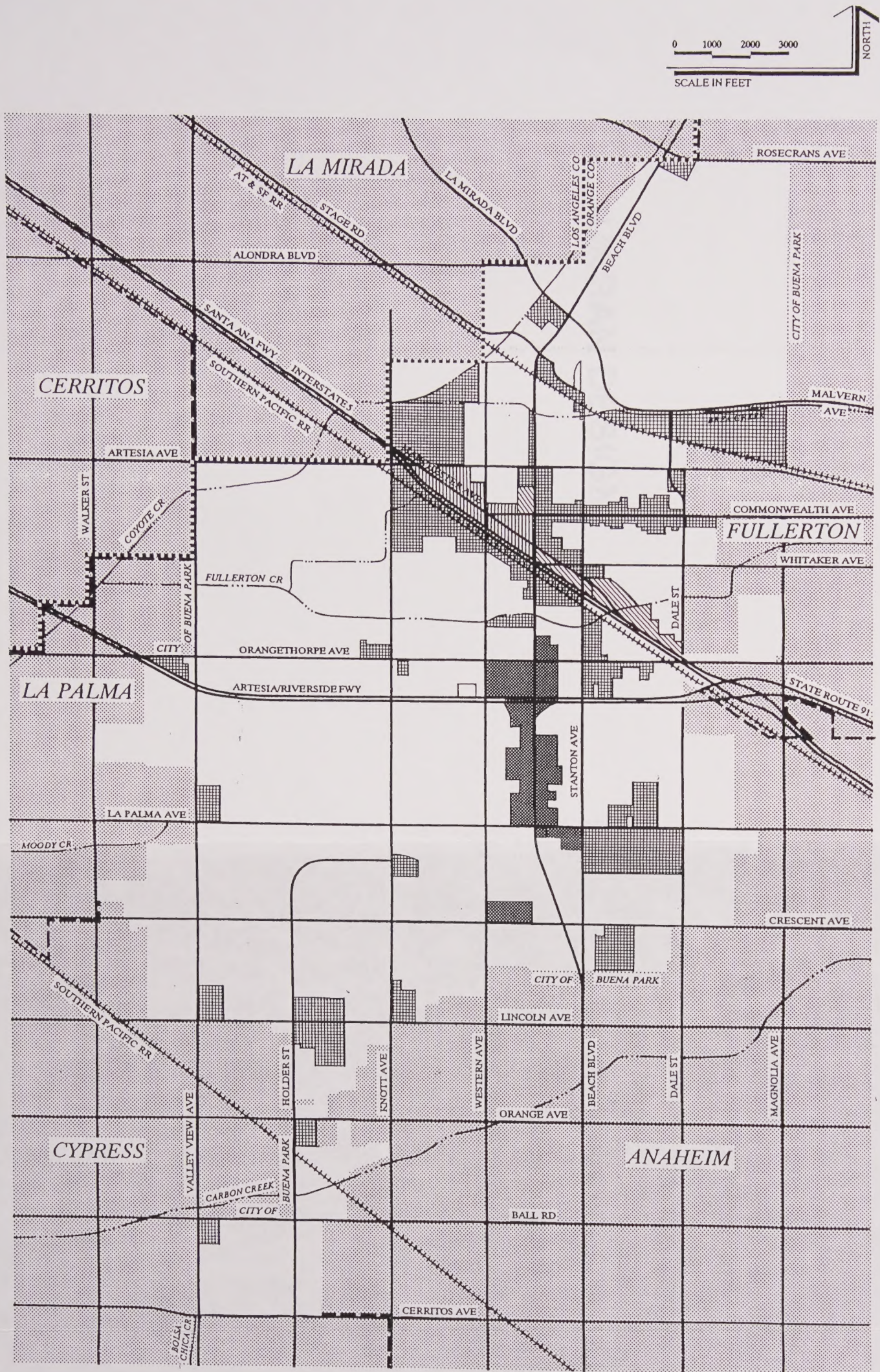
■ ***Provision of New Housing.*** The City also intends to promote the development of housing that is affordable to lower income households. Relevant programs include the Second Unit Ordinance, Density Bonus Program, and developing new sites. The General Plan serves this priority, in part, through the *Planned Development* designation and provisions in the Zoning Ordinance.



TABLE 9-1
LAND USE DESIGNATIONS AND EMPLOYMENT

Land Use Designation	Intensity Standard	Area (acres)	Adjusted Floor Area Ratio	Floor Area (square feet)	Employment Generation (employees)
<u>Commercial</u>					
Commercial	0.3:1.0 FAR	296	0.3:1.0 FAR	3,868,128	7,736
Regional Commercial	0.70:1.0 FAR	104	0.5:1.0 FAR	2,265,120	3,020
Office Professional	1.0:1.0 FAR	28	0.7:1.0 FAR	853,776	1,138
<u>Tourist Entertainment</u>	2.5:1.0 FAR	243	0.65:1.0 FAR	6,880,302	9,174
<u>Industrial</u>					
Commercial Service	up to 0.6	124	0.6:1.0 FAR	3,240,864	4,321
Light Industrial	up to 0.6	342	0.5:1.0 FAR	7,448,760	14,898
Industrial	up to 1.0	546	0.5:1.0 FAR	11,891,880	11,907

FAR - Floor Area Ratio refers to the allowable floor area in a structure, expressed as a factor of the net area of the site. The net area of the site is the portion of land which can be built upon, excluding public or private rights-of-way, public open space, or flood ways.



-  Proposed Specific Plans
-  Redevelopment Project Areas
-  Entertainment Corridor Specific Plan

Note - Existing and proposed specific plans are located in Redevelopment Project Areas

URBAN DESIGN

SECTION 10: URBAN DESIGN ELEMENT

INTRODUCTION TO THE URBAN DESIGN ELEMENT

The Urban Design Element is concerned with the appearance of the City and the quality and attention given to the buildings, neighborhoods, and streetscapes that make up the City. Urban design is concerned with not only the attractiveness of building, streetscape, or neighborhood, but with how well each of these elements function. The notion that "form follows function" is a cornerstone of the field of urban design. This idea is an acknowledgement that the environment (function) should be a primary consideration in the design (form) of a community.

The intent of the Urban Design Element is to enhance the livability and value of improvements in the City by ensuring quality design. The Urban Design Element discusses the design concepts which are applicable to Buena Park's natural and physical identity. The Urban Design Element consists of the following sections:

- **Urban Design Characteristics.** The design and visual character of existing land uses and development in the City are summarized in this section.
- **Urban Design Goals and Policies.** Individual goals related to urban design, along with supporting policies, are listed in this section.
- **Urban Design Plan.** The Urban Design Plan summarizes the programs that will be instrumental in improving the City's appearance in the future.

Overview of Urban Design Policy

The Urban Design Element, through its policies, seeks to accomplish the following:

- This Element, together with the Land Use Element, supports the concept of master planning for key areas of the City where new development is anticipated during the life of the General Plan. The *Specific Plans* will include a component that focuses on architectural and landscaping design guidelines for future development. The Urban Design Element provides for the continued implementation of the

Beach Boulevard Entertainment Corridor Specific Plan.

- The Urban Design Element is consistent with the Land Use Element which promotes the use of an *Urban Design Overlay* designation on key corridors in the City. Within these overlay areas, efforts will be focused on upgrading and improving the appearance of the streetscape.
- The Element encourages innovative and creative designs in the site planning and architectural design of new development within areas designated as *Planned Development*. Examples of how this concept has been successfully implemented include the Bellehurst neighborhood and the new development in the Entertainment Corridor.
- Property maintenance is an important variable in a community's overall appearance. The Urban Design Element promotes the enforcement of property maintenance standards for all development in the City.
- The Urban Design Element, together with the Housing and Land Use Elements, promotes the conservation of established residential neighborhoods.
- The Urban Design Element will aid the Land Use and Economic Elements in promoting the improvement of the industrial and commercial districts within the City through redevelopment and revitalization.

An underlying theme of the Urban Design Element is the promotion of site development and architectural styles that will maximize open space and other amenities in areas where future development is anticipated, in order to promote a positive image and community pride in the City of Buena Park.

The policies and plans contained in the Land Use Element are closely linked with those included in the Urban Design Element. For example, the Land Use Element provides for a *Streetscape/Urban Design Overlay* designation which is designed to promote the continued upgrading of key corridors in the City. In addition, the *Specific Plans* called for in the Land Use Element will contain guidelines for site planning,

architecture, and landscaping for key areas of the City.



EXISTING URBAN DESIGN CHARACTERISTICS

Buena Park is located on the historic El Camino Real route and was once a station stop for a stagecoach line. James Whitaker, the City's founder, bought the land on paper in Chicago and filed with Los Angeles County in 1887, to establish the City of "Buena Park". Buena Park, in its early years, was a small town surrounded by agricultural land. The City's boundaries increased from the 690 acres of Whitaker-owned land to 1,600 acres in 1953, the year Buena Park incorporated. At the present time, there are approximately 6,576 acres of land within Buena Park.

Few cities achieve the distinction of having a unique identity. This is especially true in Southern California, where one city tends to flow into the next without any discernible landmarks or demarcations. This, coupled with the meandering political boundaries common to most Southern California cities, has resulted in an unclear city image that is not readily distinguishable from neighboring cities.

City Identity

Buena Park was one of the first established cities in Orange County, and remnants of this early development can be found around the CBD area. There are a number of important factors that need to be considered in formulating a strategy for improving the City's overall appearance (form) and function.

- The density of development is relatively low for all types of development in the City. The General Plan promotes an intensification of development in

key areas that can benefit from traffic and visibility. For now, the density of development in the City remains relatively low.

- The City's present form is largely the result of the transportation infrastructure and system that has been constructed thus far. As a result, the community's design is largely *reactive* to those transportation facilities. Because of the dominant role arterial roadways and freeways had in the City's recent development, streetscape appearance will continue to be a critical element in future efforts to improve the City's appearance.

- The City has successfully employed the concept of master planning in recent years (the Entertainment Corridor Specific Plan is one example) and the General Plan promotes the continuation of master planning as a means to upgrade the appearance of other areas of the City.

- There are few discernable landmarks that differentiate the City of Buena Park from the surrounding communities. In recent years, the improvements and new development in the Beach Boulevard Entertainment Corridor has matured into a district that is unique and recognizable. The development envisioned within the Specific Plan districts (such as the Auto Dealership, Manchester Corridor, Central Business District) will also serve as important new landmarks in the City.

- In recent years, the City has been successful in improving the appearance of the City through design review for new development and enhanced code enforcement and property maintenance efforts for existing development.

Corridors and Highways

As indicated previously, the character of streets is an important variable affecting the City's overall appearance. The pattern of arterial roadways in Buena Park reflects the standard land plotting system of a one-mile grid of arterial streets running north-south and east-west. Local streets within residential areas constructed during the 1950s and 1960s reflect the use of cul-de-sacs, dead-end streets, staggered intersections and occasional curvilinear streets to discourage through traffic.

Another characteristic of the streetscapes in the City is the lack of unification in the elements that lend themselves most to street design. Signage, bus shelters, street furniture, landscaping, median improvements, and lighting are improvements that could contribute to enhancing the City's identity. Typical of the time of rapid residential expansion was the placement of power and telephone lines above ground along transportation corridors.

The two freeways which bisect the City represent a major design constraint which contributes to the formation of physical, as well as visual barriers to pedestrians and motorists.

Development and Architecture

Buena Park's residential development that occurred during the 1950's and 1960's resulted in architecture that reflects the predominant styles of that period. In recent years, the site plan and architectural review of development projects focused on designs that would provide variety, while ensuring that this new development would be compatible with surrounding uses.

The remnants of past development in Buena Park, provide a link with Buena Park's past and produce a sense of stability and orientation not easily found today. For this reason, efforts should be made to conserve and maintain to the maximum extent feasible unique older developments, as in the case of the Whitaker-Jaynes residence, rather than lose a physical reminder of the City's heritage and identity. The Conservation Element identifies significant sites which contribute to the City's image and identity.

Urban Design in Residential Neighborhoods

As indicated previously, residential development is by far, the dominant land use in the City. An area within Buena Park that is a notable example of imaginative site planning is the Bellehurst neighborhood. Within this neighborhood, the lots are larger, distance between buildings is greater, roadways are curvilinear and housing structures are more varied than is typical of most of the City. This is a result of site planning which responded to the natural hilly topography of this area of the City. The General Plan's *Planned Development* designation

promotes a more flexible approach to site planning to encourage similar types of residential development.

Urban Design in Commercial Development

The Buena Park Mall and the tourist-entertainment corridor along Beach Boulevard are also major elements that are considered the City's Urban Design Element. Other commercial centers and highway commercial strips have been a recent focus of planning. The challenge has been to find a balance of what "looks good" and economic viability.

The aging buildings in the downtown area and the lack of adequate parking are areas of special concern. Other concerns relate to signage in the commercial districts; the mix of commercial uses along Orangethorpe and Commonwealth; and the continued vitality of the Entertainment Corridor. The General Plan, in one way or another, addresses all of these issues.

The orientation toward the automobile has increasingly drawn large numbers of cars into a limited area and, at the same time, ignored the potential for pedestrian travel between establishments. Uncontrolled signage in some areas, has detracted from the appearance of many commercial areas. Architectural design, sign controls, and landscaping are areas where improvement is needed and is being made.

Urban Design in Industrial Districts

Limited industrial development has occurred in recent years and, given the degree of existing development, limited new industrial development is anticipated over the life of the Plan. The focus will not be on the design of new industrial and business parks, but rather on ways to ensure that appearance of the existing industrial areas are well-maintained.

With the exception of the smaller quasi-industrial and manufacturing businesses along Commonwealth Avenue, there are two well-defined and distinct industrial districts in the City. Efforts at code enforcement, property maintenance, and enhancement can be more easily focused than if these uses were scattered throughout the City.

The Land Use Element provides for an Urban Design overlay designation which may be effective in improving the appearance of the industrial districts. For example, the overlay designation may establish guidelines for painting, landscaping, building rehabilitation, street furniture, lighting, and signage.



URBAN DESIGN ELEMENT GOALS AND POLICIES

The City is committed to improving the appearance of the community. The Entertainment Corridor Specific Plan, the City's Multi-Family Architectural Design Guidelines, and the design review process are a few examples. The General Plan promotes quality urban design through preparation and implementation of future specific plans for key areas of the City. Finally, the community-based *Vision 2010* detailed the community's objectives for a wide range of issue areas, including land use, urban design, and City image.

Important issues relative to urban design that were considered in the formulation of the General Plan include:

- The appearance of the City is heavily dependent on property maintenance and code enforcement, which must continue to be emphasized.
- The City needs to implement a comprehensive urban design program through the use of design guidelines.
- The City needs to continue to actively pursue redevelopment and revitalization of blighted areas.

Code Enforcement

Property maintenance is an important factor in a community's appearance. In some instances, property owners may be unable or unwilling to maintain their properties pursuant to City Code requirements. The purposes of the City's code enforcement efforts is to ensure that the health and safety requirements are adhered to and that private investment is secure and not adversely impacted by poorly maintained properties or structures nearby. Property maintenance and property values are synonymous.

Goal 1 - The City will continue to support ongoing code enforcement efforts to benefit the community's health and safety and to maintain the appearance and value of property.

Policy 1.1 - Continue to support ongoing code enforcement efforts and the education of the community relative to property maintenance.

Urban Design Guidelines

Urban design refers to streetscape, building architecture, signage, landscaping and other variables related to the City's appearance. The City will work to improve the appearance of key corridors. The following goal and supporting policies focus on enhancing the local environment through urban design.

Goal 2 - The City should promote a positive image for residents and visitors through quality urban design in the City.

Policy 2.1 - Continue to promote and create a positive identity for the City through the use of architectural design, landscaping, site planning, streetscape elements, and other design elements.

Policy 2.2 - Continue to improve the architectural and aesthetic character of residential, commercial, and industrial development throughout the City through the development and implementation of design guidelines.

Redevelopment and Revitalization

Redevelopment is one of the most effective tools local governments have at their disposal to eliminate blight. Redevelopment is also one of the few tools that can be effective in promoting private investment in areas that would otherwise be bypassed.

Goal 3 - The City will continue ongoing redevelopment efforts to promote the revitalization of those areas of the City that are blighted.

Policy 3.1 - Promote the restoration, reuse, rehabilitation, or the replacement of structures that are blighted.

Policy 3.2 - Continue to pursue the rehabilitation or demolition of substandard or unsafe buildings and structures that are not feasible to restore or remodel.

Policy 3.3 - Improve the appearance of streetscapes throughout the City using landscaping, signage controls, and the placement of utilities underground.



URBAN DESIGN PLAN

The Urban Design Plan employs a three-pronged approach in improving the City's overall appearance:

- **Property Maintenance.** The appearance of the City is heavily dependent on property maintenance. Code enforcement will continue to be emphasized.
- **Quality Urban Design.** The City will undertake a comprehensive program to combine ongoing design review efforts with new programs focusing on master planning and the preparation of design guidelines.

- **Redevelopment.** The City needs to continue to actively pursue redevelopment and revitalization in blighted areas of the community.

The remainder of this Urban Design Plan describes those programs that will continue to be implemented and those that will be developed to implement the Element's goals and policies.

Code Enforcement (Property Maintenance)

The City's Zoning Code details the development standards applicable to all development in the City. A deviation from these standards, not otherwise permitted through a variance, constitutes a violation. These development standards are designed to protect the public's health and safety and to preserve investment and property value.

The General Plan not only supports ongoing code enforcement and property maintenance efforts, but emphasizes the need to maintain current levels of service.

Code Enforcement Education (Property Maintenance)

Ongoing efforts to educate the community concerning the importance of property maintenance will be continued. Handouts for the public providing an overview of City regulations will be continued and updated, as needed.

Other avenues for disseminating information will also be considered including the use of cable television programming. The City will also continue programs designed to assist property owners for obtaining financial assistance for property rehabilitation.

Graffiti Removal and Abatement (Property Maintenance)

The City will continue ongoing efforts to prosecute individuals engaged in vandalism and graffiti. Brochures and cable programming may be used to publicize the penalties for those individuals convicted of graffiti and other vandalism of property.

Home Improvement Program (Property Maintenance)

In neighborhoods where deteriorating conditions threaten livability, the City's code enforcement, police, fire, and other departments, will work with residents and property owners to resolve any problems. The City will continue to identify funding sources (such as the Community Development Block Grant Program, Home and Hope Fund Programs, etc.) and explore new funding sources to assist eligible residents and business owners in paying the costs of rehabilitation.

Zoning Ordinance (Quality Urban Design)

The City's Zoning Ordinance underwent a major revision in 1993 to review and, where appropriate, amend the development standards. The Zoning Ordinance provides development and site standards for all of the zoning districts in the City including standards for setbacks, lot coverage, building height, access, and parking.

Multiple-Family Design Guidelines (Quality Urban Design)

The City has adopted Architectural Design Guidelines for multi-family residential development. The Guidelines focus on ways to reduce the building mass and bulk of new multiple-family developments, so as to ensure that any nearby lower density development is not adversely impacted.

The Guidelines indicate the types of building materials that should be used in the construction of residential developments and provide directions concerning innovative techniques that will create an "inviting atmosphere" in new development. Design treatments to be considered in new multi-family residential development must improve the livability, as well as the visual appearance of the individual neighborhoods.

Sign Ordinance (Quality Urban Design)

The City has adopted a sign ordinance that regulates the size, design, and types of signs that may be used in the City's commercial areas. The City has also published guidelines that will help businesses and

developers understand what is required in the City's sign ordinance. The Beach Boulevard Entertainment Corridor also has a *sign program* that is specific to the Entertainment Corridor.

Specific Plan Development and Implementation (Quality Urban Design)

The General Plan provides for the continued implementation of the *Beach Boulevard Entertainment Corridor Specific Plan* and initiates the development of additional specific plans for key areas of the City where more comprehensive master planning is warranted. The specific plans (the existing Beach Boulevard Entertainment Corridor Specific Plan and others that are proposed) cover a wide range of issues, including architectural design guidelines, signage standards, and landscaping plans.

The new specific plan areas provided for under this General Plan include:

- ***Central Business District Specific Plan.*** This specific plan will promote new investment and redevelopment in Buena Park's original downtown area. The specific plan will expand the area where commercial development is permitted (Fullerton Avenue on the west and Homewood Avenue on the east) and will establish standards that will promote lot assembly.
- ***Manchester Corridor Specific Plan.*** This specific plan acknowledges the importance and visibility of this area by promoting a mix of intensive office and supporting commercial and residential development.
- ***Auto Dealership Specific Plan.*** This specific plan promotes the continued development of the "Auto Row," building upon current efforts for expanding automotive dealerships and supporting retail uses in this area. The Plan also promotes tailored development and signage standards that meet the needs of the auto dealerships.

Each specific plan will establish a *design theme* that is applicable to the planning area in which the plan applies. The design theme concept was first established for the *Beach Boulevard Entertainment Corridor*, which divided the specific plan area into four distinct design theme districts. An overall

concept was articulated for each of the four districts, which was then supported by "adjectives." These adjectives identified some key design components that were tailored specifically for each district. This concept should also be applied to specific plans that are proposed under the General Plan.

Master Planning/Planned Development (Quality Urban Design)

A number of key areas of the City are presently undeveloped or a change in land use from the existing uses is anticipated. The *Planned Development* designation has been assigned to these areas and is designed to promote the creation of development standards tailored to individual sites in the City.

This land use designation assumes that a master plan will be prepared, which will discuss development phasing, development intensities, amenities, design, and how the development will conform with the *Guiding Principles* included in the Land Use Element for each area.

Circulation Plan for Beach Boulevard (Quality Urban Design)

Beach Boulevard, in terms of width, capacity, and volume, is the dominant arterial roadway in the City. A considerable amount of planning has already been undertaken to ensure a "fit" between the roadway, traffic, and the businesses and development that line the corridor.

The Circulation Element adds a new dimension to the planning of this corridor in that it calls for the development of a "people mover" or some other form of mass transit that would serve the Entertainment Corridor. The transit system would extend southerly from the proposed conference center to Knott's Berry Farm with connections to the Buena Park Mall.

The rationale for the system is to accommodate the 6 to 10 million patrons that visit the Corridor on an annual basis. Patrons could leave their cars in parking areas and use transit to get to the Corridor. Once in the Corridor, the people mover would take patrons to the numerous attractions.

The challenge is to balance the plans of other responsible agencies which view Beach Boulevard as a major transportation facility serving north Orange County and the City which views the roadway as the backbone of the City's economy and a critical element in ongoing efforts in upgrading the City's appearance.

Streetscape/Urban Design Improvement (Quality Urban Design)

The General Plan provides for a *Streetscape/Urban Design Overlay* designation. This overlay designation calls for the development and implementation of guidelines for those areas of the City where an overlay may be desirable but a full specific plan is not needed.

Typically, design guidelines will be tailored to individual areas or corridors that are fully developed. The guidelines are designed to provide direction concerning the rehabilitation and improvement of development along the City's streetscapes and in the neighborhoods. The guidelines will establish standards for signage, parkway landscaping, fencing, lighting, street furniture, and facade and building maintenance. Areas where this Overlay designation will be applied will be established as part of the General Plan's implementation.

Utilities Undergrounding (Redevelopment)

Improving Buena Park's traffic corridors begins with a design strategy aimed at strengthening circulation elements that control the flow and speed of traffic. The ongoing utility undergrounding program will be continued.

Neighborhood/Community Pride Program (Redevelopment)

In order to promote property maintenance the City of Buena Park has established a *Neighborhood/Community Pride Program* to educate residents about the need for maintenance and upkeep on their property. The City has also published a brochure that provides information concerning this program. The program encourages voluntary efforts at property maintenance, beautification, and improvement, to inspire community pride and stability.

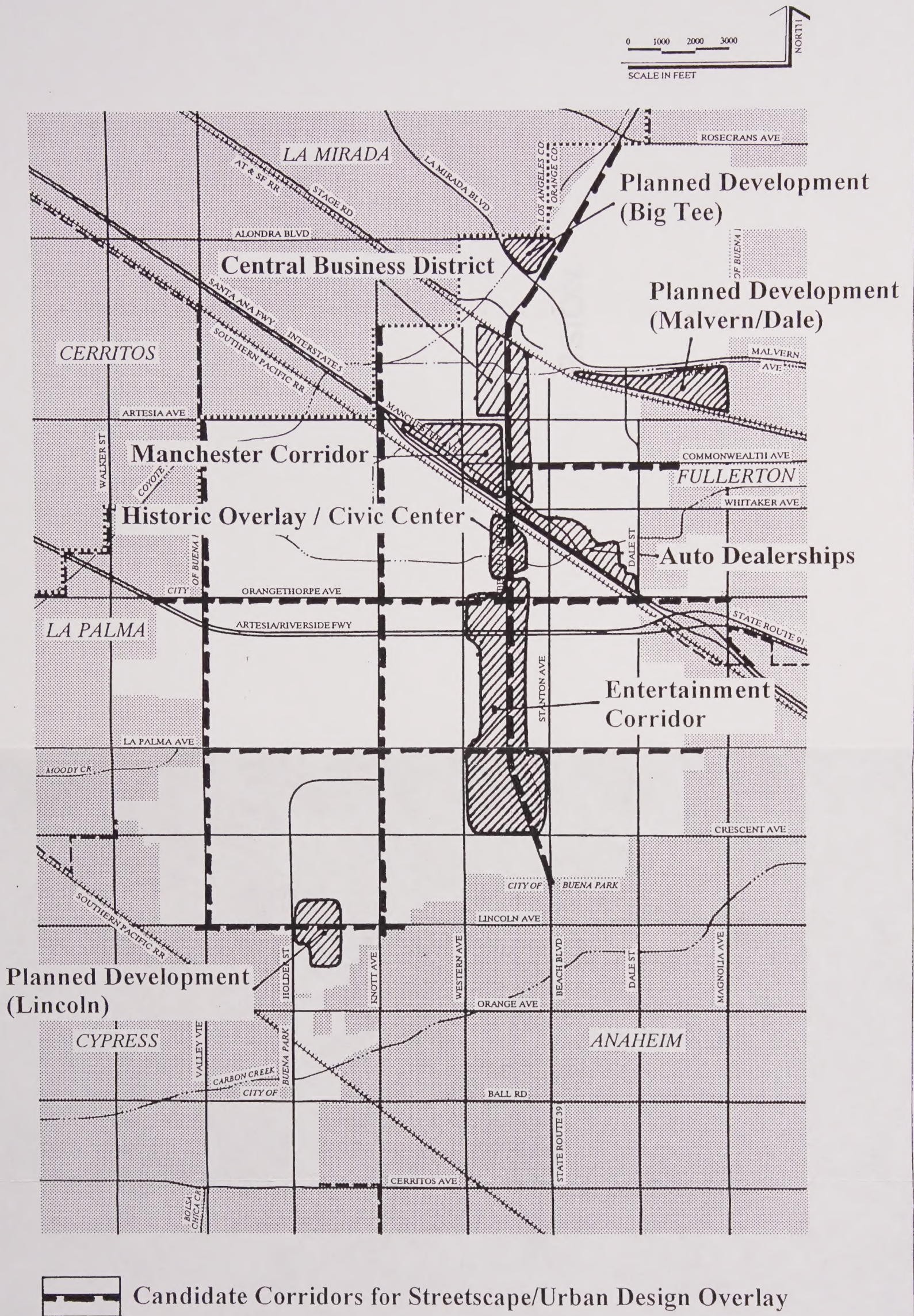
Historic Overlay (Redevelopment)

A small portion of the City, just west of the Civic Center, has been included within the *Historic Overlay* designation. The rationale for this designation is to promote ongoing efforts to establish an area that preserves the structures and artifacts that are important or representative of the City's early development. Development and the design of that development must be consistent and compatible with the aims of the conservation and preservation efforts.

Community Redevelopment (Redevelopment)

The areas targeted for the preparation of Specific Plans are located in redevelopment project areas. Within the established project areas, the Redevelopment Agency is authorized to establish building heights, lot coverage, setback requirements, circulation requirements, and other design criteria and controls "necessary for proper development of both private and public areas..." The design guidelines will be tailored for portions of the individual project areas included in each specific plan.





SECTION 10: NOISE ELEMENT

INTRODUCTION TO THE NOISE ELEMENT

Under the Noise Element, the City of Modesto is committed to providing a healthy and safe environment for its residents. The element aims to reduce noise levels, protect public health, and ensure that the City's residents are not subjected to excessive noise levels. The element also aims to protect the City's residents from noise pollution, which can be caused by a variety of sources, including traffic, construction, and industrial activities. The element also aims to protect the City's residents from noise pollution, which can be caused by a variety of sources, including traffic, construction, and industrial activities.

The City of Modesto has adopted the following noise element to protect the health and safety of its residents. The element aims to reduce noise levels, protect public health, and ensure that the City's residents are not subjected to excessive noise levels. The element also aims to protect the City's residents from noise pollution, which can be caused by a variety of sources, including traffic, construction, and industrial activities.

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NOISE

CHARACTERISTICS OF NOISE IN THE CITY

Noise is a major problem in the City of Modesto. It is caused by a variety of sources, including traffic, construction, and industrial activities. Noise can be harmful to human health and the environment. It can cause stress, sleep disturbance, and hearing loss. It can also damage property and the environment. The City of Modesto has adopted the following noise element to protect the health and safety of its residents. The element aims to reduce noise levels, protect public health, and ensure that the City's residents are not subjected to excessive noise levels. The element also aims to protect the City's residents from noise pollution, which can be caused by a variety of sources, including traffic, construction, and industrial activities.

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SECTION 11: NOISE ELEMENT

INTRODUCTION TO THE NOISE ELEMENT

Every day, people are subjected to a multitude of sounds associated with common day-to-day activities. The effect noise will have on people generally depends on its loudness, duration, and the time of day. Individual annoyance is even more complicated and variable. Physical health, psychological stability, social cohesion, property values, and economic productivity can also be affected by excessive amounts of noise.

The State of California has mandated that local governments prepare a noise element as part of their general plans. *California Government Section 65302(f)* indicates:

"A noise element shall identify and appraise noise problems in the community. The noise element shall recognize the guidelines established by the Office of Noise Control in the State Department of Health Services and shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels..."

The ambient noise is to be illustrated through the use of noise contours. This way the Noise Element serves as a guide for development to minimize the potential for noise exposure. The Noise Element also indicates possible solutions that will be effective in addressing existing and foreseeable noise problems. The Master Environmental Assessment prepared as part of this General Plan, together with the Noise Element, documents the existing noise environment in the City.

The Noise Element consists of the following sections:

- **Noise Environment.** The existing noise levels and noise sources in the City are summarized in this section. More detailed discussion is found in the Master Environmental Assessment prepared as part of this General Plan.

- **Noise Element Goals and Policies.** Individual goals and supporting policies related to the control of noise levels and the maintenance of a quiet environment are listed in this section.

- **Noise Mitigation Plan.** Existing federal, state, and City regulations relating to noise are outlined in this section.



CHARACTERISTICS OF NOISE IN THE CITY

Community noise levels are measured in terms of the A-weighted *decibel*, abbreviated dBA. A-weighting is a frequency correction that correlates overall sound pressure levels with the frequency response of the human ear. Additional units of measurement have been developed to evaluate the longer term characteristics of sound. One of the more common noise measurements uses statistical samples in terms of percentile noise levels. For example, the L_{10} noise level represents the noise level that was exceeded 10% of the time. The L_{50} noise level represents the median noise level. The L_{90} noise level represents the background noise level experienced over 90% of the monitoring period. The equivalent noise level (L_{eq}) is a single-number representation of the fluctuating sound level in decibels over a specified period of time. It is the average level of noise during the measurement period.

The Day-Night Average Noise Level (L_{dn}) is used by federal agencies and the Community Noise Equivalent Level (CNEL) is the noise and land use compatibility criteria most widely used in the State of California. These measurements represent an average of all measured noise levels obtained over a specified period of time. The L_{dn} scale represents a time weighted 24-hour average noise level based on the A-weighted decibel. Time weighting refers to an adjustment in the noise level due to the fact that noise that occurs during certain sensitive time periods is more annoying. That is, the late evening and early

morning hours (between 10 p.m. and 7 a.m.) receive a 10 dB weighting. The CNEL scale includes an additional 5 dB adjustment to sounds occurring in the evening (7 p.m. to 10 p.m.) and a 10 dB adjustment to sounds occurring in the late evening and early morning hours (between 10 p.m. and 7 a.m.). Ldn and CNEL are generally considered to be similar measures of noise and are within +/- 1.0 dB.

A 65 dB CNEL level describes an area as having a time-average constant sound level of roughly 65 dBA even though the area would experience individual sound events higher and lower than 65 dBA over that period of time during which measurements were taken. CNEL provides a common measure for a variety of different noise environments. Thus, the same CNEL can describe both an area with very few high noise events and an area with many low level events. CNEL values can be useful in comparing noise environments and indicating the potential degree of adverse noise impacts. People may integrate, over long term intervals (daily, weekly, etc.), their response to noise and make subjective judgements about the quality of the noise environment.

The City's existing noise environment detailed in the Master Environmental Assessment, was documented through both a community noise survey and computer-generated noise contours. The noise survey identified existing noise levels at twenty-two locations throughout the City, while the computer analysis predicted noise levels from traffic on major roadways. The noise measurements were conducted between 9:00 a.m. and 7:00 p.m. The noise measurement locations are representative samples of developed residential areas and areas of mixed land use. The results of the field measurements and the complete analysis of traffic noise are detailed in the Master Environmental Assessment prepared as part of this General Plan.

Vehicular Traffic Noise Levels

The major source of noise in the City is traffic traveling on Interstate 5, State Route 91, and other major roadways.

Traffic noise is best illustrated using noise contours. The noise contours represent lines of equal noise exposure, just as the lines on a weather map indicate

equal temperature or atmospheric pressure. The contours help to visualize levels of sound generated by traffic. Land forms and man-made structures have very complex effects on sound transmission and on noise contours. Generally, solid barriers between a noise source and a receiver absorb and/or reflect noise, resulting in a quieter environment. In areas where barriers or land forms interrupt the sound transmission, the noise contours overestimate the extent to which a source intrudes into the community. Where barriers or land forms do not interrupt the sound transmission path from source to receiver, the contours prove to be good estimates of the average noise level.

The City of Buena Park roadway noise contour data were generated with the Federal Highway Administration's Highway Traffic Noise Prediction Model, U.S. Department of Transportation (1978). This model was modified to generate CNEL values. Variables considered in the noise model include: existing average daily traffic levels; day/evening/night percentages of autos, and medium and heavy trucks; vehicle speeds; ground attenuation factors; and roadway widths. The results of the computerized noise model indicate that areas adjacent to the major roadways are often subject to noise levels exceeding 70 dB CNEL. The noise levels are even greater in areas near the freeways.

Train Noise Levels

Currently, the Atchison, Topeka & Santa Fe (AT&SF) Railway Company has freight trains and Amtrak passenger trains traversing the City during the daytime, evening, and nighttime periods. The Southern Pacific Railway Company currently operates two lines: the Santa Ana Branch (which traverses the northern part of the City) and the West Santa Ana Branch (which traverses the southern part of the City).

Noise levels at residential locations adjacent to the main lines of the AT&SF and the Santa Ana Branch of the Southern Pacific railways, through the northern portions of the City, are excessive and recognized standards are exceeded. The primary annoyance to residents involves the late night and early morning train passbys. Movements on the West Santa Ana Branch of the Southern Pacific railway are more

infrequent than those of the other railroads. However, single event noise levels are excessive and may be annoying when experienced in the late evening and early morning hours. Noise levels along the AT&SF alignment can exceed 75 dB CNEL up to 75 feet from the tracks. Noise levels along the Southern Pacific alignment can exceed 75 dB CNEL up to 20 feet from the tracks.



Airport Noise Levels

The Fullerton Municipal Airport, in conjunction with the Airport Noise and Safety Committee and the Fullerton Airport Pilots Association (FAPA), has been active in reducing noise from the facility. FAPA has tested and found innovative methods to lessen noise impacts on take-off by adjusting engine RPM. The Airport has a Runway 6 Preferred Policy which, when winds are permitting, provides take-offs over the Fullerton industrial area to the east, rather than over Buena Park. In addition, the Fullerton Municipal Airport restricts "pattern work" (flying in the traffic pattern to repeatedly practice take-offs and landings) after 10 p.m., in order to minimize noise impacts to neighbors. Also, the City of Fullerton currently has an ordinance in effect which prohibits "touch and goes" between the hours of 6 p.m. and 7 a.m. on weekends and holidays. This practice, however, does not restrict pilots from departures or arrivals at the Airport.

With the current level of aircraft activity, the impact of Fullerton Municipal Airport flight operations is considered significant at some existing residential locations in the northeastern section of the City. However, because the flight tracks extend over the entire City, there are few areas that are not affected by these operations.

The aircraft noise contours from the Los Alamitos Air Force Reserve Center currently extend to and impact the southernmost portion of the City, west of Knott Avenue and south of Ball Road.

Of less impact are the helicopters that fly over the City. Although they generate noise levels in the range of 85 to 95 dBA, the number of helicopter operations over the City is significantly less than the number of fixed-wing aircraft operations.

NOISE ELEMENT GOALS AND POLICIES

The Noise Element discussion of goals and policies have been divided into four topical issue areas: land use compatibility, acceptable noise levels, noise attenuation measures, and circulation compatibility. The goals, policies, and programs for the Noise Element were developed by the key members of the City Staff, the Planning Commission, City Council, and the community members of the Vision 2010 Study.

Land Use Compatibility. Land uses adjacent to the Fullerton Municipal Airport are constantly subject to airport and aircraft noise. The City is continuing to monitor activities at the Fullerton Municipal Airport and to consider the recommendations of the Fullerton-Buena Park Airport Noise and Safety Committee. Appropriate actions are being taken in order to minimize noise impacts from the airport. Land use planning must take into account potential noise sources in the surrounding area. The potential affects of future development on surrounding land uses will also need to be considered.

Goal 1 - The City will strive to locate noise sensitive land uses in areas where noise levels are low or where adequate noise protection can be provided.

Policy 1.1 - Seek to locate noise sensitive land uses in areas where noise attenuation measures, when applied, will meet City established noise standards.

Acceptable Noise Levels. Noise Element standards require that new single-family and multiple-family residential units located within a noise impacted area be attenuated so that interior noise levels are acceptable. Buena Park, through this Noise Element, incorporates noise control standards contained in the

City's Noise Ordinance as stated by the following goal and supporting policies:

Goal 2 - The City will implement the appropriate standards, guidelines, and ordinances for noise control.

Policy 2.1 - Adhere to planning guidelines which include noise control for the interior space of new residential, commercial, and industrial developments within noise impacted areas. All residential units should be attenuated, if necessary, to a maximum interior noise level of 45 dB.

Policy 2.2 - Adhere to planning guidelines which include noise control for the exterior space of new residential developments within noise impacted areas.

Policy 2.3 - Conform to the noise attenuation standards set forth in the Airport Environs Land Use Plan (AELUP) for residential, commercial and industrial development, within the Orange County Airport Land Use Commissions planning area boundaries for the Fullerton Municipal Airport.

Noise Attenuation Measures. Major additions to existing development and new development will be required to meet current noise attenuation standards. Measures will be required to reduce the negative effects of noise on residential and other noise sensitive areas. Potential noise impacts will be considered early in the design and development phases of new residential or noise-sensitive construction.

Goal 3 - The City will strive to maintain sufficient controls, standards, and guidelines for the reduction of interior and exterior noise.

Policy 3.1 - Consider noise control requirements for new City equipment purchases.

Policy 3.2 - Continue to encourage its agencies to observe the state and federal occupational health and safety noise standards.

Policy 3.3- Seek to reduce or eliminate unnecessary noise near noise sensitive areas, such as parks, residential areas, hospitals, libraries, convalescent homes, etc.

Policy 3.4 - Continue to monitor noise throughout Buena Park and enforce the standards and regulations of the City's Noise Ordinance.

Policy 3.5 - Continue to review the City's policies and regulations affecting noise.

Circulation Compatibility. Roadways and traffic are and will continue to be a major source of noise over the life of this General Plan. The City will continue to monitor the improvement plans for Interstate 5 to ensure that noise attenuation requirements are met. Plans for the expansion of Beach Boulevard and other major arterial roadways, under the SMART program, will also need to be sensitive to residential neighborhoods and other noise sensitive land uses located in close proximity to the roadways. Finally, the City will continue to support the enforcement of county, state and federal regulations governing noise control.

Goal 4 - The City will continue to work towards the reduction of noise from circulation related sources such as motor vehicles, trains, and airports.

Policy 4.1 - Encourage the construction of noise barriers for residential uses along the Artesia and Santa Ana Freeways.

Policy 4.2 - Continue to encourage the enforcement of regulations such as the State Vehicle Code Noise Standards for automobiles, trucks, and motorcycles operating within the City, as well as any contractual agreements pertaining to noise.

Policy 4.3 - Continue to encourage the AT&SF, and the Southern Pacific Railroads to reduce the level of noise produced by train movements within the City.

Policy 4.4 - Continue to encourage the implementation and enforcement of noise control procedures for the airport, including support actions which minimize noise exposure due to aircraft flyovers within the City.



NOISE MITIGATION PLAN

Federal and State Standards and Guidelines

The Federal and State governments have established noise guidelines and regulations for the purpose of protecting citizens from potential hearing damage and various other adverse physiological, psychological, and social effects associated with noise. The federal government specifically preempts local control of noise emissions from aircraft, railroads, and interstate highways, so as not to impose undue burden on interstate or foreign commerce. These guidelines and regulations are applicable to noise control in the City and supplements the local standards related to noise control.

Department of Labor. The first federal efforts regulating noise were issued by the Department of Labor in 1969 which established noise as an occupational health hazard. As a result, two legislative acts were adopted to regulate noise from industrial fixed-point sources resulting in hearing loss. The Walsh Healey Public Contracts Act (as amended) includes provisions for occupational noise regulations. The second legislative action, the Occupational Safety and Health Act (OSHA) of 1970, establishes noise exposure standards in the workplace.

Federal Highway Works Administration (FHWA). The FHWA has established noise abatement criteria for various land uses based on their activities. These standards apply to federally-funded highway projects, and the standards are defined in terms of both Equivalent Noise Level (Leq) and L_{10} .

U.S. Department of Housing and Urban Development (HUD). HUD has adopted environmental criteria and standards for determining

whether or not mitigation is required for projects funded by the agency. HUD's overall goal is for exterior noise levels not to exceed 55 dB Ldn and for interior noise levels not to exceed 45 dB Ldn. However, for purposes of regulation and to meet other program objectives, exterior sound levels of 65 dB Ldn and below are acceptable and allowable.

U.S. Environmental Protection Agency (EPA). In 1972, Congress enacted the Noise Control Act. This act authorized the EPA to publish information concerning the effects of noise and to establish thresholds to protect the public welfare with an adequate margin of safety. The EPA activity and interference guidelines are designed to ensure reliable speech communication at about 5 feet in the outdoor environment. For outdoor and indoor environments, interference with activity and annoyance should not occur if levels do not exceed 55 dBA and 45 dBA, respectively.

State of California Vehicle Code. The California Motor Vehicle Code sets operational noise limits for motor vehicles. The Vehicle Code requires properly maintained muffler in constant operation, and prohibits the sale or installation of a motor vehicle exhaust system unless it meets regulations or standards. The Vehicle Code also prohibits the modification of the exhaust system to amplify or increase the noise above that of the original system; prohibits the sale of new vehicles exceeding the noise limits; and sets noise limits for the operation of off-highway motor vehicles.

Freeway Noise Affecting Classrooms. California law regulates freeway noise that may affect classrooms. The law is designed to mitigate noise impacts to existing classrooms, libraries, multi-purposes rooms, and spaces used for pupil personnel services of a public or private elementary or secondary school. State-funded noise abatement programs are required when freeway traffic or the construction of a freeway exceeds 55 dBA L_{10} or 52 dBA Leq. The temporary or permanent noise abatement program may include installing acoustical materials, eliminating windows, installing air conditioning, or constructing sound buffer structures.

Title 24 Standards. The California Sound Transmission Control Standards (Title 24 of the Administrative Code) establish minimum noise

insulation performance standards to protect persons within new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings. The standards state that interior noise levels with windows closed, attributable to exterior sources, shall not exceed an average noise level of 45 dB CNEL in any habitable room. In addition, new residential buildings or structures within a 60 dB CNEL from airport, vehicular or industrial noise sources shall require an acoustical analysis showing that the proposed building has been designed to limit intruding noise to the allowable 45 dB CNEL interior noise level.

Airport Noise Standards. The California Code of Regulation requires that land uses be compatible within a criterion CNEL contour for airports. While helicopters are not specifically mentioned, it is the intent of this standard to also be applicable to heliports and helipads. On January 1, 1986, the CNEL criterion standard became 65 CNEL. Incompatible land uses within the 65 dB CNEL include: single-family dwellings, multiple-family dwellings, trailer parks, schools of standard construction, and hospitals.

Occupational Noise Control Standards. California Occupational Noise Control Standards provide a summary of the permissible noise exposure at a workplace. The OSHA standards regulate the exposure time for certain noise levels. For example, workers cannot be exposed to more than 90 dBA for more than eight hours or exposed to 110 dBA for more than 30 minutes.

Land Use Compatibility Guidelines. The State Office of Noise Control provides guidance for the acceptability of projects within specific Ldn/CNEL contours. Residential uses are normally unacceptable in areas exceeding 70 dB CNEL. Residential development is conditionally acceptable between 55 and 70 dB CNEL for low density single family, duplex, mobile homes, and between 60 and 70 dB CNEL for multi-family units. Schools, libraries, hospitals, and nursing homes are treated as noise sensitive land use requiring acoustical studies within areas exceeding 60 dB CNEL.

Airport Land Use Commission and the Airport Environs Land Use Plan. California Law requires the creation of Airport Land Use Commissions

(ALUCs) to coordinate planning for the areas surrounding public use airports which are not devoted to compatible uses. Within the planning area boundaries of the AELUP, any land use is acceptable which does not place people so that they are affected adversely by aircraft noise. In areas subject to airport noise in excess of 65 dB CNEL and above, the noise impacts are sufficient to warrant restrictions on residential uses and sound attenuation measures on other uses. All single-family residential units are unacceptable within this 65 dB CNEL area. Most multi-family development is unacceptable unless such units are sufficiently sound-attenuated for present and projected noise exposure, and an interior standard of 45 dB CNEL can be achieved. Furthermore, all residential units must be sufficiently indoor-oriented so as to preclude noise impingement on outdoor living activities.

Institutional uses such as schools, churches, hospitals, libraries, and other noise sensitive uses are also normally unacceptable within the 65 dB CNEL contour. Commercial, industrial, and recreational uses are acceptable, provided that structures are sufficiently sound-attenuated to allow normal work activities to be conducted. In areas subject to noise levels in excess of 60 dB CNEL, though less than 65 dB CNEL, sound attenuation pursuant to the California Noise Insulation Standards is required. Residential units should be limited or excluded from this area unless sufficient insulation or sound-proofing is provided. The noise contours for Fullerton Airport are shown in Exhibit 11-1.

City of Buena Park Noise Standards

The City of Buena Park's Noise Control Ordinance is patterned after the County of Orange Noise Control Ordinance. The following exterior noise standards apply to all residential land uses: Noise levels in residential areas should not exceed 55 dBA between 7 a.m. and 10 p.m. and 50 dBA between 10 p.m. and 7 a.m. In the event a noise exceedance consists of single event noise, speech, music, or other types of noise, each of the following standards apply:

1. The exterior noise levels should not exceed the noise standard (cited previously) for a cumulative period of more than thirty minutes in any hour; or
2. The exterior noise levels should not exceed the

noise standard plus five dBA for a cumulative period of more than fifteen minutes in any hour; or

3. The exterior noise levels should not exceed the noise standard plus ten dBA for a cumulative period of more than five minutes in any hour; or

4. The exterior noise levels should not exceed the noise standard plus fifteen dBA for a cumulative period of more than one minute in any hour; or

5. The exterior noise levels should not exceed the noise standard plus twenty dBA for any period of time.

Interior noise levels should not exceed 55 dBA between 7 a.m. and 10 p.m. and 45 dBA between 10 p.m. and 7 a.m. In the event the alleged offensive noise consists entirely of impact noise, speech, music, or any combination thereof, each of the above noise levels shall be reduced by five dBA.

Interior noise levels should not exceed the aforementioned standards for a cumulative period of more than five minutes in any hour; or by five dBA for a cumulative period of more than one minute in any hour; or by ten dBA for any period of time.

Implications of the Land Use Plan on the Noise Element

The Land Use Plan will provide for new development in key target areas. Three areas designated as *Planned Development* will involve the construction of residential development which is noise sensitive. This new development and the potential for noise exposure in the vicinity of this new development is summarized below:

■ ***Big T Planned Development.*** Up to 270 units can be constructed on this site. The area is located in close proximity to Beach Boulevard and will be subject to noise levels exceeding City standards, in the absence of mitigation.

■ ***Malvern/Dale Planned Development.*** This site is exposed to traffic noise along Dale Street and Malvern Avenue, railroad noise, and the southeastern portion of the site falls within the 60 CNEL contours from Fullerton Airport. Mitigation will be required to ensure that interior sound levels comply with City,

state, and federal standards.

■ ***Lincoln Avenue Planned Development.*** Future residential development in this area will be subject to traffic noise levels in excess of 65 dB CNEL in areas located near Lincoln Avenue. Sound attenuation will be required to reduce interior noise levels in units exposed to traffic noise along Lincoln Avenue.

The land use plan also calls for an intensification of development in the following three new *Specific Plan Overlay* areas:

■ ***Manchester Corridor Specific Plan.*** This area is located along Manchester Boulevard, south of Artesia Boulevard and west of Beach Boulevard. The future commercial (office and retail) development will be exposed to freeway noise levels that exceed 70 dB CNEL. Guiding principles for this area call for future residential development to be located in areas where freeway noise can be attenuated. The area's location in proximity to the Santa Ana Freeway, and its relatively easy freeway access, will reduce new potential traffic generated noise impacts on other City streets from this development.

■ ***Auto Dealership Specific Plan.*** This Specific Plan is also located adjacent to the Santa Ana Freeway and is an appropriate land use in an area exposed to freeway traffic noise exceeding 70 dB CNEL.

■ ***Central Business District Specific Plan.*** This Plan calls for the commercial designation to be extended eastward to Homewood Avenue and westward to Fullerton Avenue. The guiding principles for this Specific Plan (included in the Land Use Element) call for site planning, buffering, and circulation measures that would reduce potential adverse noise impacts on the residential neighborhoods located nearby.

The roadway noise contour data for Buena Park were generated with the Federal Highway Administration's Highway Traffic Noise Prediction Model, U.S. Department of Transportation (1978). This model was modified to generate CNEL values. Model input data included existing average daily traffic levels; day/evening/night percentages of autos, medium and heavy trucks; vehicle speeds; ground attenuation

Section 11: Noise Element (continued)

factors; and roadway widths. The distance from the roadway centerline to the roadway 60, 65 and 70 dB

CNEL contours for the existing conditions (1992) are provided in Table 11-1.

**TABLE 11-1
EXISTING AND FUTURE ROADWAY NOISE LEVELS**

Map #	Roadway Segment	Distance From Roadway Centerline to CNEL (in feet)*			CNEL at 50 ft. from Centerline of Near Travel Lane
		70 CNEL	65 CNEL	60 CNEL	
East-West Arterials					
1	Cerritos Avenue, Valley View to Knott	< 50 ^b / < 50	105/122	328/383	67.0/67.7
2	Ball Road, Valley View to Knott	< 50/ < 50	126/135	396/424	67.8/68.1
3	Orange Avenue, Valley View to Knott	< 50/ < 50	59/104	184/326	64.8/67.3
4	Lincoln Avenue, east of Valley View west of Knott	72/112	217/348	683/1098	69.9/71.9
5		63/141	187/442	586/1394	69.2/73.0
6	Crescent Avenue, west of Valley View	< 50/ < 50	59/62	184/191	64.8/65.0
7	east of Valley View	< 50/ < 50	55/60	171/185	64.5/64.8
8	west of Knott	< 50/ < 50	59/71	182/222	64.8/65.6
9	Knott to Western	< 50/ < 50	< 50/77	154/239	64.0/65.9
10	Western to Stanton	< 50/ < 50	56/84	173/264	64.5/66.4
11	Stanton to Dale	< 50/ < 50	59/94	183/295	64.8/66.9
12	La Palma Avenue, Valley View to Knott	< 50/ < 50	90/89	279/276	66.3/66.2
13	Knott to Western	< 50/ < 50	104/123	324/386	66.9/67.7
14	Western to Beach	< 50/ < 50	118/145	368/454	67.5/68.4
15	Beach to Stanton	< 50/ < 53	128/160	403/504	67.9/68.8
16	Stanton to Dale	< 50/ < 78	154/242	483/764	68.8/70.7
17	Rt. 91 west of Valley View	488/488	1049/1049	2259/2259	83/83
18	Valley View to Knott	533/533	1147/1147	2469/2469	83/83
19	Knott to Beach	523/523	1125/1125	2423/2423	82/82
20	Beach to I-5	476/476	1023/1023	2202/2202	82/82
21	Orangethorpe Avenue, Valley View to Knott	60/88	176/268	551/844	69.0/70.8
22	Knott to Western	61/92	178/281	560/885	69.0/71.0
23	Western to Beach	56/90	162/276	507/870	68.6/70.9
24	Beach to Stanton	65/105	193/324	605/1023	69.4/71.6
25	Stanton to Dale	60/95	178/292	559/922	69.0/71.2
26	Interstate 5, west of Beach	547/547	1176/1176	2533/2533	83/83
27	east of Beach	522/522	1123/1123	2417/2417	82/82

Section 11: Noise Element (continued)

**TABLE 11-1
EXISTING AND FUTURE ROADWAY NOISE LEVELS (continued)**

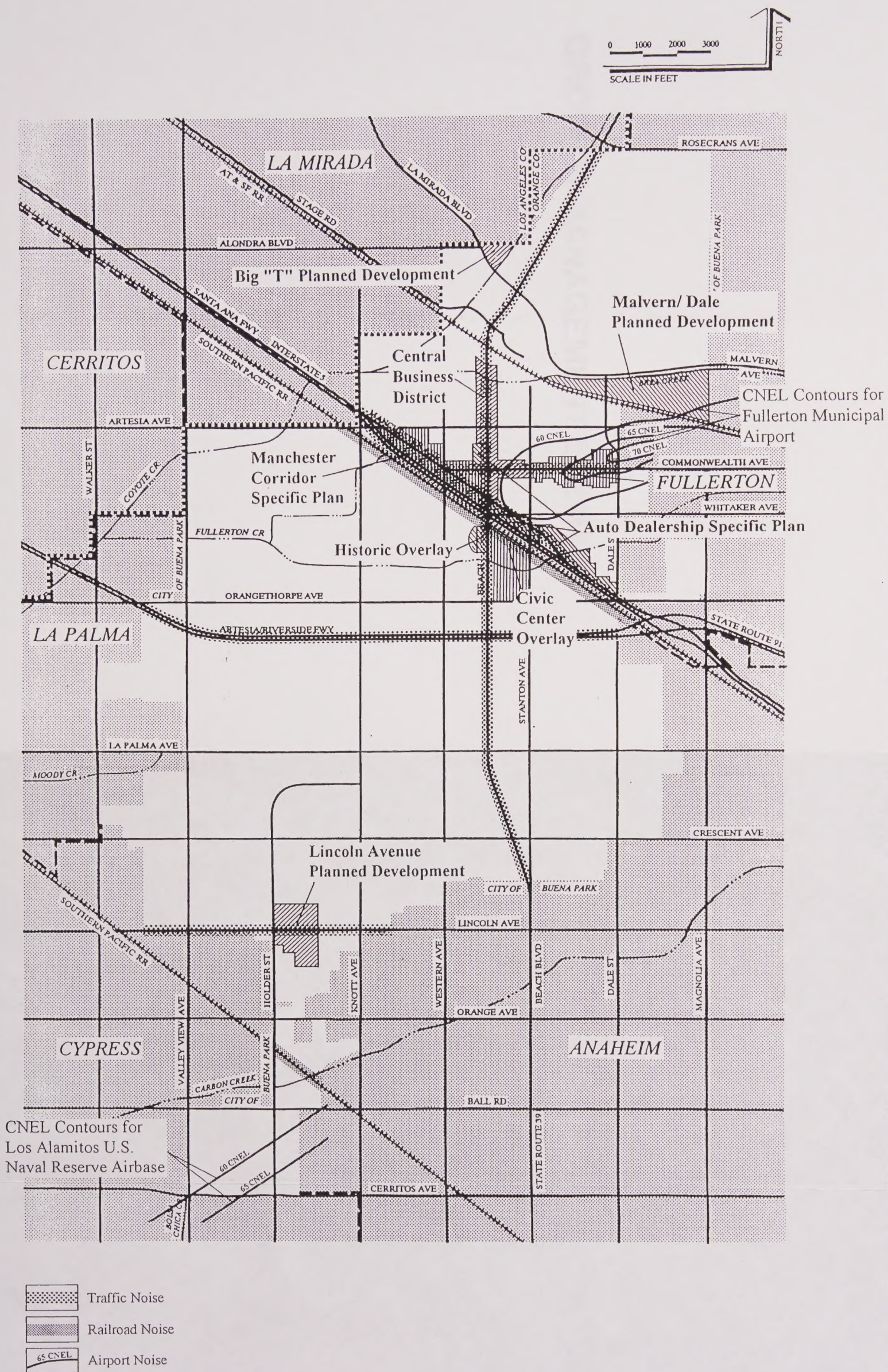
Map #	Roadway Segment	Distance From Roadway Centerline to CNEL (in feet)*			CNEL at 50 ft. from Centerline of Near Travel Lane
		70 CNEL	65 CNEL	60 CNEL	
28	Manchester Boulevard, Artesia to Western	< 50/< 50	< 50/< 50	156/100	63.7/61.8
29	Western to Beach	< 50/< 50	86/82	265/255	66.1/65.9
30	Beach to Stanton	< 50/< 50	99/66	308/203	66.7/64.9
31	Stanton to Dale	< 50/< 50	84/115	259/360	65.9/67.4
32	Commonwealth Avenue, Western to Beach	< 50/< 50	< 50/123	92/386	61.4/69.5
33	Beach to Stanton	< 50/< 50	73/91	224/282	65.3/69.3
34	Stanton to Dale	< 50/< 50	72/83	222/257	65.3/65.9
35	Artesia Avenue, Valley View to Knott/ Manchester	< 50/61	123/184	386/579	67.7/69.5
36	Knott/Manchester to Western	< 50/54	103/166	323/523	67.2/69.3
37	Western to Beach	< 50/53	106/164	333/517	67.4/69.3
38	Beach to Stanton	< 50/< 50	65/139	204/440	65.2/68.6
39	Stanton to Dale	< 50/< 50	56/149	174/471	64.6/68.9
40	Stage Road, west of Beach	< 50/< 50	< 50/< 50	124/114	63.1/62.7
41	Malvern Avenue, Beach to Dale	< 50/< 50	107/149	335/467	67.1/68.5
42	east of Dale	< 50/< 50	100/121	310/379	66.7/67.6
North-South Arterials					
43	Valley View Boulevard, north of Cerritos	109/109	337/336	1064/1060	71.8/71.8
44	Lincoln to Crescent	111/122	344/381	1086/1201	71.9/72.3
45	Crescent to La Palma	110/112	342/347	1078/1095	71.9/71.9
46	La Palma to Orangethorpe	110/113	340/351	1072/1106	71.8/72.0
47	north of Orangethorpe	86/78	262/234	825/738	70.7/70.2
48	south of Artesia	83/68	252/202	794/634	70.6/69.6
49	Knott Avenue, Lincoln to Crescent	68/87	207/269	651/850	70.0/71.1
50	Crescent to La Palma	71/86	217/266	684/839	70.2/71.1
51	La Palma to Orangethorpe	73/84	225/259	708/818	70.3/71.0
52	Orangethorpe to Artesia	< 50/< 50	112/90	351/280	67.3/66.3
53	Western Avenue, Lincoln to Crescent	< 50/< 50	71/113	221/354	65.6/67.6
54	Crescent to La Palma	< 50/< 50	83/118	260/371	66.3/67.9
55	La Palma to Orangethorpe	< 50/< 50	72/93	226/292	65.7/66.8
56	Orangethorpe to Manchester	< 50/< 50	77/98	241/309	66.0/67.1
57	Manchester to Artesia	< 50/< 50	< 50/64	131/201	63.3/65.2
58	north of Artesia	< 50/< 50	< 50/< 50	< 50/< 50	58.7/56.9

TABLE 11-1
EXISTING AND FUTURE ROADWAY NOISE LEVELS (continued)

Map #	Roadway Segment	Distance From Roadway Centerline to CNEL (in feet)*			CNEL at 50 ft. from Centerline of Near Travel Lane
		70 CNEL	65 CNEL	60 CNEL	
59	Beach Boulevard, Lincoln to Crescent	138/134	432/418	1363/1319	72.9/72.7
60	Crescent to La Palma	149/146	465/457	1469/1443	73.2/73.1
61	La Palma to Riverside Fwy	164/188	514/592	1625/1870	73.7/74.3
62	Riverside Fwy to Orangethorpe	166/198	522/624	1648/1970	73.7/74.5
63	Orangethorpe to Manchester	143/168	446/525	1409/1659	73.0/73.7
64	Manchester to Artesia	156/209	486/658	1536/2080	73.4/74.7
65	north of Artesia	180/198	564/624	1780/1970	74.1/74.5
66	south of Alondra	162/174	508/544	1605/1720	73.6/73.9
67	Alondra to Rosecrans	119/161	371/505	1170/1596	72.2/73.6
68	Stanton Avenue, south of La Palma	< 50/< 50	76/107	237/337	65.9/67.4
69	north of La Palma	< 50/< 50	68/92	212/288	65.4/66.7
70	north of Orangethorpe	< 50/< 50	66/115	205/362	65.3/67.7
71	Whitaker to Commonwealth	< 50/< 50	61/123	190/388	64.9/68.0
72	Commonwealth to Artesia	< 50/< 50	< 50/119	151/376	63.9/67.9
73	north of Artesia	< 50/< 50	< 50/62	53/193	59.3/65.0
74	Dale Street, south of La Palma	< 50/< 50	78/432	246/432	66.1/68.5
75	north of La Palma	< 50/< 50	< 50/< 50	74/89	60.8/61.6
76	south of Commonwealth	< 50/< 50	< 50/72	75/224	60.9/65.7
77	north of Commonwealth	< 50/< 50	< 50/96	120/301	62.9/66.9
78	south of Malvern	< 50/< 50	53/117	162/370	64.3/67.8

* Does not consider any obstructions to the noise path.
 b Traffic noise levels for receptors within 50 feet of the roadway centerline would require a site-specific analysis to determine the CNEL values.
 Source: Michael Brandman Associates 1992.





THOMAS H. HARRIS
CITY OF SEATTLE

A. Statement of Purpose and Intent

GROWTH MANAGEMENT ELEMENT

This element is intended to provide a framework for the City of Seattle's growth management system. It is intended to be used in conjunction with the City of Seattle's Comprehensive Growth Management Plan (CGMP).

B. Findings

1. The City of Seattle has a long history of growth management. The City has been successful in managing growth in a way that has preserved the City's character and quality of life. The City has also been successful in managing growth in a way that has preserved the City's natural resources and environment.

2. The City of Seattle has a long history of growth management. The City has been successful in managing growth in a way that has preserved the City's character and quality of life. The City has also been successful in managing growth in a way that has preserved the City's natural resources and environment.

3. The City of Seattle has a long history of growth management. The City has been successful in managing growth in a way that has preserved the City's character and quality of life. The City has also been successful in managing growth in a way that has preserved the City's natural resources and environment.

4. The City of Seattle has a long history of growth management. The City has been successful in managing growth in a way that has preserved the City's character and quality of life. The City has also been successful in managing growth in a way that has preserved the City's natural resources and environment.

5. The City of Seattle has a long history of growth management. The City has been successful in managing growth in a way that has preserved the City's character and quality of life. The City has also been successful in managing growth in a way that has preserved the City's natural resources and environment.

GROWTH MANAGEMENT ELEMENT
CITY OF BUENA PARK

A. Statement of Purpose and Intent

The purpose and intent of this Element is to promote orderly growth and development based on the City of Buena Park's ability to provide an adequate circulation system pursuant to the Orange County Division, League of California Cities "Countywide Traffic Improvement and Growth Management Plan Component" (Measure "M").

B. Definitions

1. "Capital Improvement Program" (CIP) shall mean a listing of capital projects needed to meet, maintain and improve a jurisdiction's adopted Traffic Level of Service (LOS) and Performance Standards. The CIP shall include approved projects and an analysis of the costs of the proposed projects as well as a financial plan for providing the improvements.
2. "City" shall mean the City of Buena Park unless otherwise stated.
3. "Comprehensive Phasing Program" (CPP) shall mean a road improvement and financing plan which responds to the LOS requirements in this Element. With regard to road improvements, a CPP must include LOS requirements and take into account measurable traffic impacts on the circulation system.
4. "Critical movement" shall mean any of the conflicting through or turning movements at an intersection which determine the allocation of green signal time.
5. "Development Phasing Program" shall mean a program which establishes the requirement that building and grading permits shall be approved or issued in a manner that assures implementation of required transportation improvements. The City shall specify the order of improvements and phasing based, at a minimum, on mitigation measures adopted

in conjunction with environmental documentation and other relevant factors.

6. "Deficient Intersection Fund" shall mean a trust fund established to implement necessary improvements to existing intersections which do not meet the Traffic Level of Service Policy.
7. "Deficient Intersection List" shall mean a list of intersections that: 1) do not meet the Traffic LOS Policy for reasons that are beyond the control of the City (e.g., ramp metering effects, traffic generated outside the City's jurisdiction, etc.); and 2) are not brought into compliance with the LOS standard in the most current Seven-Year Capital Improvement Program. Additional intersections may be added by the City to the deficient intersection list only as a result of conditions which are beyond the control of the City.
8. "Growth Management Areas (GMAs)" shall mean subregions of the County established by the Regional Advisory and Planning Council (or successor) to promote inter-jurisdictional coordination in addressing infrastructure concerns and in implementing needed improvements.
9. "Growth Management Element" shall mean the Growth Management Element of the City of Buena Park General Plan as required by the Revised Traffic Improvement and Growth Management Ordinance (Measure M).
10. "Local Transportation Authority" as currently designated by the Orange County Board of Supervisors shall mean the Orange County Transportation Authority.
11. "Measurable Traffic" shall mean a traffic volume resulting in a 1% increase in the sum of the critical movements at an intersection.
12. All other terms shall be defined in the Buena Park Municipal Code as of the date of adoption of this Element.

C. Goals and Objectives

The goals of this Element are to reduce traffic congestion and provide adequate transportation for existing and future residents of the City. These goals will be accomplished through implementation of the policies and programs set forth in this Element.

Achievement of these goals shall be measured by the following objectives:

1. Transportation: The circulation system shall be implemented in a manner that achieves the established Traffic Level of Service Policy.
2. Development Phasing: Development shall be phased in a manner consistent with the applicable CPP.

D. Policies

1. Traffic Level of Service (LOS)

It is the policy of the City that the target for level of service for traffic circulation in the City shall be LOS "D", and prior to issuance of building permits, or recordation of the final tract or parcel map, the necessary improvements to transportation facilities to which the project contributes measurable traffic, shall be constructed or bonded to ensure construction within one year to attain said LOS "D" at the intersections under the sole control of the City. The City may, under certain circumstances, extend the one-year construction requirement for any necessary public improvements due to special agreements or project phasing.

Intersections exempt from the above paragraph include facilities under the jurisdiction of another jurisdiction or the State or those included on the Deficient Intersection List established pursuant to this Element. However, it is the policy of the City that all development contributing measurable impacts to intersections on the Deficient Intersection List and all projects contributing cumulatively, or individually, 10% or more of the traffic using an intersection on the system will be assessed a mitigation fee determined by the involved jurisdictions and locally administered as part of the Capital Improvement Program.

Achievement of said adopted LOS "D" standard and implementation of exacted transportation improvements shall take into consideration extraordinary transportation circumstances which may impact identified intersections and/or timing of the required improvements. An example of extraordinary circumstance would be when arterial roadways serve as substitute freeway access (thus impacting LOS performance).

LOS will be measured by the Traffic Level of Service Policy Implementation Manual established by the Local Transportation Authority. The traffic LOS policies outlined herein only apply to traffic analysis required as a result of new development

projects.

2. Development Mitigation

It is the policy of the City that all new development pay its share of regional traffic mitigation.

It is the policy of the City to impose a traffic impact mitigation fee for improvements within its boundaries and to work with other jurisdictions through Inter-Jurisdictional Planning Forums to determine minimally acceptable impact fee levels for application within the GMAs.

It is the policy of the City that new Measure M sales tax revenues shall not be used to replace private developer funding which has been committed for any project or normal subdivision obligations.

3. Development Phasing

It is the policy of the City that development shall be phased in accordance with any applicable Comprehensive Phasing Program (CPP) adopted by the City. It is the intent that such CPPs shall include development phasing plans which establish both a phasing allocation of development commensurate with roadway capacities and an overall build-out development plan which can be supported by implementation of the planned infrastructure system.

E. Implementation Programs

1. Development Mitigation Program: By June 30, 1993, a Development Mitigation Program shall be established and adopted to require that all new development pays its share of the costs associated with that development. Participation shall be on a pro-rata basis and be required of all development projects except where an increased level of participation exceeding these requirements is established through negotiated legal mechanisms.

The Program will be coordinated through Inter-Jurisdictional Planning Forums in order to determine minimally acceptable impact fees for application within GMAs. The City may elect to use existing traffic mitigation fee programs to receive credit with regard to the GMA base level fee.

2. Comprehensive Phasing Program: (CPP) By June 30, 1993, the City shall provide, and adopt a CPP. The CPP shall contain a development phasing component to ensure that infrastructure is added as development proceeds so that the provision of road

improvements is in balance with demand. The Program shall provide reasonable lead time to design and construct specific transportation improvements.

3. Performance Monitoring Program: By June 30, 1993, a Performance Monitoring Program shall be established and adopted to provide an annual evaluation of compliance with development phasing allocations established pursuant to Sections D.2 and E.3 of this Element. This program will also ensure that road improvements or funding are actually provided in order for development to continue. If the improvements/funding are not provided, development shall be deferred until compliance with the provisions of this program are achieved.

In addition, the Performance Monitoring Program will provide an annual evaluation of the maintenance of transportation service levels. Annual traffic reports provided under this Program shall utilize data collected within three (3) months of preparation of the report but not within the time period of June through August and November 15 through January 5. In the event that the Performance Monitoring Program identifies one or more service level deficiencies, measures shall be implemented to correct identified deficiencies.

4. Traffic Improvement/Public Facilities Development Agreements: In the event the financing and implementation provisions of this Element are implemented through subsequent, legally valid Traffic Improvement/Public Facilities Development Agreements, said agreements shall be consistent with this Element and its implementing ordinances, plans and programs.
5. Additional Implementation Programs: Other implementing measures, as deemed necessary by the City to further the goals of this Element, may be established.
6. Policy on Jobs and Housing: Recognizing the constraints of existing physical development characteristics, it is the policy of the City to strive towards an achievement of balanced land use, whereby residential, non-residential and public land uses are proportionally balanced.
7. Inter-Jurisdictional Planning: The City is currently participating and will continue to participate in inter-jurisdictional planning forums through established Growth Management Areas.
8. Transportation Demand Management: The City shall

promote traffic reduction strategies through the measures in its adopted Transportation Demand Management Ordinance, which may be amended from time to time to implement the policies of the adopted General Plan.

/GROWTH
3/2/92

U.C. BERKELEY LIBRARIES



C10169449

